The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $19,500,000
Silver Reserve .....$ 9,500,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.

E. Goetz, Esq. | R. Shewan, Esq.
Hon. Mr. W. J. Gresson | N. A. Siebs, Esq.
C. R. Lenzmann, Esq. | H. A. W. Slade, Esq.
D. M. Nissim, Esq. | H. E. Tomkins, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 6th June, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1902. [22

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co. } Frankfurt a/M.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken- und Wechselbank, Muenchen.

LONDON BANKERS.
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 26th May, 1906. [24

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000)

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [287

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 21,000,000
CAPITAL UNCALLED..... „ 3,000,000
RESERVE FUND ..... „ 10,300,000
SPECIAL RESERVE FUND ..... „ 1,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. | HONOLULU.
NAGASAKI. | SHANGHAI.
LYONS. | NEWCHWANG.
SAN FRANCISCO. | MUKDEN.
BOMBAY. | PORT ARTHUR.
TIENTSIN. | CHEFOO.
PEKING. | DALNY.
KOBE. | TIE-LING.
LONDON. | OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.
Hongkong, 14th May, 1906. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE
Manager.
Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [20

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 12th July, 1905. [67

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.
Hongkong, 1st June, 1906. [617

Insurance.

NORTH NGERMA FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong 28th May, 1895. [58

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &C.....	DEVANHA ..... T. H. Hide, R.N.R.	28th July, Noon.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.....	SARDINIA ..... C. C. Talbot, R.N.R.	About 1st August	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	JAVA..... S. Barcham	About 5th August	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.
Hongkong, 26th July, 1906. [4

Intimations.

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LINCOLN & BENNETT'S AND SCOTT'S TWEED CAPS.

RAINCOATS AND WATERPROOFS.

CABIN AND SARATOGA TRUNKS.

TRAVELLING RUGS. HOLDALLS.

FITTED SUIT CASES.

KIT BAGS, SOILED LINEN BAGS.

EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.
Hongkong, 24th July, 1906 [40

AQUARIUS Co.'s STONE GINGER BEER.

TRADE MARK

THE BEST GINGER BEER OBTAINABLE.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 11th July, 1906. [46

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, the 28th instant,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 2 P.M. according to schedule.
Returning departure from Macao about 7 P.M.

Return Fare, 1st Class..... $4.00
„ „ returning on Sunday 5.00
„ 2nd Class, available to return on Sunday 2.00

OTHER RATES AS USUAL.

SUNDAY, the 29th instant.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.
„ „ from Macao 3 P.M.
A second departure from Hongkong to Macao at 7 P.M.
CAFE WEISMANN will supply Luncheon and Refreshments.
MACHADO'S BAND will play Selections of Music.
Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. R. CLARKE,
Acting Secretary.
Hongkong, 23rd July, 1906. [635

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichinura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.
45]

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904 [55

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.
Orders Promptly Executed.
No. 5, ARSENAL STREET, Hongkong.
Hongkong, 28th April, 1906. [510

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.75 per Cask ex Factory.
In Bags of 250 lbs. net $2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905. [57

Hotels.

HONGKONG HOTEL.

FIRST CLASS IN ALL ITS APPOINTMENTS.

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.
Hongkong, 15th March, 1906. [25

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900. [31

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor
26]

ORIENTAL HOTEL
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.
EXCELLENT CUISINE.
WINES AND SPIRITS of the best quality.
BILLIARD TABLE, the best in the Far East.
EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1901. [29

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE SPECIALITIES.

For terms, apply to—
THE PROPRIETOR.
Hongkong, 7th May, 1906. [519

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [28

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons, ...Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain J. Willox.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahuing, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906. [10

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	Leave Hongkong.	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	2,440	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,

Hongkong, 23rd July, 1906. *Corner Pedder Street and Praya, opposite Blake Pier.* [13

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, $2; with Cabin, $2.
1st Class—Return, $2; with Cabin, $3.
3rd Class—Single, 40 cents; Return, 60 cents.
Steerage—20 cents each trip.

All Meals can be supplied on Board at $1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906. [17

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,238	H. W. WALKER

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals .....$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:

1st Class single $1 with cabin berth $2.00
" return $2 " " " 3.00
2nd Class single $0.80, return 1.50

Breakfast, Tiffin and Dinner $1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 13th July, 1906. [18

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Steamers.	Sailing Dates.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship *BAYERN*, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

Steamers.	Tons.	Sailing Dates.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship *WILLEHAD*, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA ...	$50.00	$30.00	$20.00	Return	$80.00	$50.00
TO NEW GUINEA ...	£28.—	£18.10	£14.00	Return	£42.00	£27.15
TO BRISBANE ...	£30.—	£20.—	£14.—	Return	£54.—	£36.—
TO SYDNEY ...	£33.—	£23.—	£15.—	Return	£59.10	£41.10
TO MELBOURNE ...	£34.10	£24.10	£16.—	Return	£62.5	£44.5
TO YOKOHAMA ...	$80.00	$60.00	$40.00	Return	$170.00	$120
TO KOBE ...	$95.00	$70.00	$50.00	Return	$176.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ...	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA ...	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	Steamers	About
YOKOHAMA & KOBE	*WILLEHAD.**	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SACHSEN*	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON ...	£62. 0. 0.
TO BREMEN ...	63. 10. 0.
TO PARIS VIA CHERBOURG ...	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR ...	65. 0. 0.

NORDDEUTSCHER LLOYD,

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 25th July, 1906. [3

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

"MINIMAX"
HAND
FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Ketonne Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob, and the apparatus is in action immediately, sending Spray nearly 40 feet.

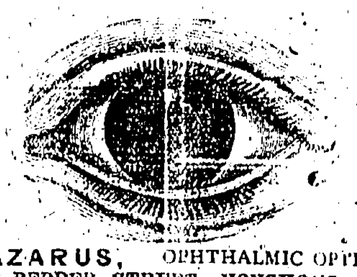
IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting.
Destroys all smoke.
Can be used by anyone, even lady or child.
Minimum of Price, Weight and Size.

"MINIMAX"

Always ready for immediate use.
Requires only one hand to hold.
Weight only 18 lbs. when full.
Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [33



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905 [14

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP...	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAHI.....	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG..	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor,
Hongkong, 10th July, 1906. [15

Intimation.

WM. POWELL, LTD.,

GENERAL FURNISHERS,

HONGKONG.

SOLE AGENTS for Hongkong, China, and Japan.

ADDISON'S PATENT PORTABLE

SANITARY COMMODE

Hermetically Sealed. Specially adapted for hot climates.

The ACME of **CLEANLINESS.**

Stocked in Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.

Price $21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.

Price $18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.

Price $14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.

Price $14.50.

Wm. POWELL, Ld.,

Alexandra Buildings,

HONGKONG.

Hongkong, 13th July 1906 [49

Intimations.

K. A. J. CHOTIRMALL & CO.,

8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID).

HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [519

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1905. [71

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and LION SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK *AT REASONABLE PRICES.*

Hongkong, 7th March, 1905. [51

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

利公隆廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 35, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [206

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHIC.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong 15th September, 1905 [61

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on MONDAY, the 30th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE IRON BEDSTEADS, and BEDDING, TEAKWOOD EXTENSION DINING TABLES and CHAIRS, OVERMANTELS, BOOK-CASES, CHEST-OF-DRAWERS, MIRRORS, DOUBLE TEAKWOOD WARDROBES with GLASS, CARPETS, PICTURES, SHANGHAI BATHS, &c., &c., &c.;

ALSO

A number of LAW BOOKS, One CASH REGISTER, One TYPEWRITER, Two THREADLE SEWING MACHINES, One GRAND PIANO by Collard & Collard, London, One COTTAGE PIANO by John Broadwood & Sons, London, One Large IRON SAFE (German make),

AND

100,000 EGYPTIAN and INDIAN CIGARETTES.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th July, 1906 [771

To Let.

TO LET.

HOUSES in MORRISON HILL GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—

PERCY SMITH & SETH, Accountants and Auditors, &c., 5, Queen's Road Central.

Hongkong, 24th July, 1906 [767

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [117

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—

THE SECRETARY, Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th July, 1906. [703

TO LET

"HAYTOR," THE PEAK. Immediate Possession.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST

A HOUSE in CLIFTON GARDENS, Conduit Road

A HOUSE in RIPON TERRACE.

FLATS in MORETON TERRACE.

App'y to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1906 [71

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74

TO LET.

NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.

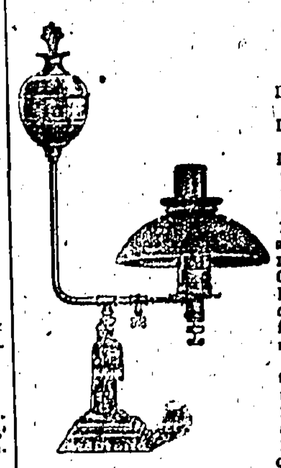
Apply to—

ARRATOON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 2nd July, 1906. [698

For Sale.

FOR SALE.



WELSBACH'S IN-DOOR & OUT-DOOR 4'-LIGHT GAS ARC LAMPS,
Do. BOXED LIGHTS.
Do. HARP LAMPS.
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.
NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vœux Road Central.

Hongkong, 3rd July, 1906. [49

THE WEDDING TAX.

THE BURDEN OF MANY PRESENTS.

From time immemorial June has been the month for wedding. It is also the month of roses—and the crumple in the rose leaf is proverbial.

The particular crumple which afflicts the majority of mankind in June is the tax imposed on the generous in the shape of wedding-present giving.

I make no excuse for thus boldly rushing into print with a grievance, writes Sydney March in the *Morning Leader*. It is the fashion to have a grievance nowaday, and, if carefully cultivated, may reduce both your figure and temper to a thinness which, in the case of the former, at any rate, would have rejoiced the soul of the late Dr. Banting, of famous memory. And my grievance is that the giving of presents, like the giving of tips, has degenerated into a tax, from which few can hope to escape, but which all, in their heart of hearts, dislike.

I do not say one word against the giving of the genuine present. It is as distinct from the other kind as chalk from cheese. The former represents the result of much forethought, not a little self-denial, and it is given with a special view to the recipient's personal predilections and station in life. The latter merely shows respect to Mrs. Grundy.

CUTLET FOR CUTLET.

It is high time that some steps were taken, for example, to put a stop to the wholesale distribution of wedding invitations to persons, almost strangers to both the bride and bridegroom, in the hope of thereby reaping a rich harvest in the shape of wedding presents. We have accepted it as an unwritten law of society that each such invitation, whether accepted or not, lays the recipient under an obligation to send some expression of his or her goodwill, and the more substantial the better.

In the case of people of slender means, the matter is one of real concern, since to refuse to follow the general custom looks mean, if not downright rude, according to the standard which has been set up.

The habit has spread into every class of the community, and it is now quite a usual thing in an office to be asked to subscribe a small sum to Mr. X.'s or Miss A.'s "present from the staff." The outlay is not large in itself maybe, I admit, but when the calls are frequent, and the presentation possibly is to be made to some member of the firm whom one hardly knows, or even may not like, the sting is felt. It may be argued that it is quite possible to refuse to take part in these Round Robins, but when one knows that the name of each donor will be sumitted to the recipient of the gift, it takes no little moral courage to hold back.

So far from attempting to stand out against this tyranny of perpetual giving, the modern tendency is rather one of compromise and subterfuge, whereby the toll may be paid with as little inconvenience as possible. Hence we have the co-optative present and that wiper-out of all happiness—"the cheque"—useful though it be, is rather an inartistic substitute for the old-fashioned gift.

DAUGHTER OF THE HORSELEECH.

If the tax stopped at the wedding present, one might, perhaps, have less cause for complaint, but in this matter the soul of society is like "the daughter of the horseleech," whose one cry is "Give, give, give!"

There must be presents for the first-born (no woman, certainly, feels she can call after such an event empty-handed), Christmas presents, birthday presents, Easter eggs, present on wedding anniversaries, coming-of-age celebrations, testimonials to departing vicars, curates, teachers, pastors and masters, servants, and so on, not omitting the additional draw on the purse-strings from the children, who learn in their school-days to follow in the same well-worn path that their parents trod before them.

Of course, all this indiscriminate giving lends a certain impetus to trade, and is responsible for much of the success of bazaars and fancy fairs. But, even if people do give, why should they lay themselves out to be ostentatious at the price of their commonsense?

"If," said a thoughtful and wealthy woman to me recently, "the poor curate's bride may hereafter blossom into the bishop's wife, it is no reason for finding fifty silver articles figuring on her list of some seventy-five presents."

Silver is cheap, and effective at the price, we all know. But then, how many young married couples start with a well-staffed establishment? And really, in nine cases out of ten, the silver that adorns the "presents table" at the reception would take one maid a whole week's labour to keep nice—in town, at any rate.

I remember seeing an artist girl friend, who was marrying a solicitor of very modest means, hold up a white satin handkerchief-case, with a look of resignation, while seven or eight of us made impossible suggestions as to the uses to which such an ornament could be put in a small suburban flat!

WHEN NOT TEASED.

A little boy of my acquaintance once wrote in his copybook, "Billy is a kind boy, and jenrus (generous?) when not teased."

As I grow older, I realise more and more that out of the mouth of little Billy the Oracle spake truly. We are most of us kind, I believe. When we hear of cases of urgent distress, our first thought is to help. We can most of us wear the cloak of self-denial when occasion requires it, and, in short, as Billy put it, we are "jenrus when not teased."

But it is the "teasing" against which the independent spirit rebels. The whole pleasure of receiving a present ought to lie in its unexpectedness; the whole pleasure of giving in spontaneity.

When, as a bridesmaid boldly confessed to me a little while ago on the occasion of a relative's wedding, they simply sowed the invitations thickly, in the hope of getting back presents, one's whole soul revolts against the vulgarity and the tyranny of a custom which ought to be marked by the utmost delicacy and restraint.

Intimations.

CITY OF PARIS,

2, PEDDER'S STREET.

CHEAP SALE OF MILLINERY, &c., FOR ONE WEEK.

Hongkong, 25th July, 1906. [768

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vœux Road Central, Victoria, Hongkong on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions, which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for confirmation as Special Resolutions:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 8th day of October, 1905 made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.
2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 91 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON, General Managers. [738

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS of the Company will be held at the Office of the Company, Travellers, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Acting Secretary.

Hongkong, 19th July, 1906. [749

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE, Secretary.

Hongkong, 26th July, 1906 [772

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th July, 1906. [752

WANTED.

BY a Young Lady a situation as TYPIST. Open for immediate engagement.

Apply to—

"K. Y. Z.," C/o This Paper.

Hongkong, 11th July, 1906. [720

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1905. [62

Intimations.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWITCH.
PUREE DE FOIE GRAS Do.
AND
Other Pic-nic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906. [61

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be in tituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS, Secretary.

Hongkong, 6th July, 1906. [709

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. ON FIRE 29th November, 1905, between SINGAPORE and HONGKONG.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.

Hongkong, 10th July, 1906. [735

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

WHITE WINES.

Graves ..... $7.00 Per Dozen Quarts.

BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

Graves ..... $10.00 Per Dozen Quarts.

Sauternes ..... 10.00 " "

Chateau d'Arche 20.00 " "

BOTTLED BY

EMMEL, DESPUJOL FILS & PICQ, BORDEAUX.

Barsac ..... $14.00 Per Dozen Quarts.

Sauternes ..... 20.00 " "

Chateau Guiraud 29.00 " "

BARRETTO & Co., *Agents*, Nos. 22 & 24, Bank Buildings, Queen's Road Central,

Hongkong, 25th July, 1906. [50

Intimations.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

	Per Doz.
B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY.

	Per Doz.
A. OLD PALE	$20.00
B. SUPERIOR VERY OLD COGNAC	27.00
C. VERY OLD LIQUEUR COGNAC	33.00
D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC	40.00
D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.	

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906. 13

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 7, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.

WEEKLY—$13 per annum.

The rates per quarter and per mensem, proportional. The daily issue is delivered free, when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies: Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 21st July, at Shanghai, the wife of H. SPATHE, of a son.

DEATH.

On the 21st July, at Shanghai, STEWART MUNN MCLEISH.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 7, 1906.

THE COMMERCIAL IMPORTANCE OF CHINA.

From the analysis, which has been prepared by the Imperial Maritime Customs, of the foreign imports into China during 1905 some conception is afforded of the importance of the Middle Kingdom as the outlet for the superfluous products of the principal manufacturing countries in the world. Ten years ago, the total value of the foreign imports was 211,623,419 Haikwan taels, and after deducting the value of the goods which were re-exported it amounted to 202,589,994 Hk. taels. Last year the foreign imports amounted to 461,194,532 Hk. taels, and, after deducting the re-exports, to 447,100,791 Hk. taels, so that in a decade China's import trade has more than doubled, a remarkable and significant fact. It may be said that ten years ago China was only recovering from the effects of the war with Japan and had little money to spare, with the result that the comparison is not a true criterion of the growth of her dealings with foreign countries. In that case we have only to turn to the figures for 1904, when the value of the net imports was considerably over 340 million taels, while last year it was over 440 million taels, an increase in a single year of over 100 million taels, which is certainly a wonderful commentary on the oft-repeated cry about China's seclusion. There can be no doubt that the Chinese, impelled possibly by the example of their island neighbour, have definitely emerged from their hermitage, and the barriers of convention have been overturned in the rush to acquire and absorb modern ideas. The consequence is that what were once deemed luxuries have become necessities, and even the coolie has a higher standard of living to-day than he had prior to the modernising influence which is at work at the treaty ports. It should be explained here for the benefit of the uninitiated that the Haikwan tael is calculated as equivalent to a fraction over three shillings in English money; 73 cents gold American money; 3.78 francs; 3.07 marks; 2.25 rupees; 1.47 yen; and $1.55 Mex. Turning to the details as to the value of the imports from the various foreign countries we find that Hongkong heads the list, having sent goods to the value of over 148 million taels to China. There is apparently no means of discovering where all these goods originally came from, and so Hongkong gets credit to which she is not justly entitled. But even so, we may take it that a large proportion of the goods which helped to swell the aggregate value of the imports came in the first instance from the United Kingdom or the Colonies. Great Britain is the largest exporter of goods to China, the value recorded for last year being considerably over 86 million taels as compared with 57 millions in 1904. But the United States is a close second with over 76 million taels worth of goods sold to China, as contrasted with a paltry 29 millions in the previous year. An increase of something like 250 per cent in a single year is phenomenal, and effectively disposes of the idea that the boycott has worked havoc with the American trade. It may be conceivable that certain American products have entered China under new denominations in order to avoid wounding the susceptibilities of the people, and in that case there would be a very considerable addition to the figures quoted. For the Customs analysis takes into account and separates under different headings only the goods whose origin is manifest and admitted, so that it is quite possible and even probable that the Hongkong total has been increased by the inclusion of American articles whose identity was not disclosed. The trade of Japan with China is gradually creeping up, but it is not making the giant strides which mark Great Britain's and America's commerce. In 1904 China imported goods valued at 50 million taels from her neighbour; last year the aggregate [illegible] sent more goods to China than the whole of Europe combined (Russia not included), for while our great dependency was responsible for 34 millions' worth of trade, Europe, counting Germany, France, Austria, etc., only transacted business to the extent of 31 million taels. But here again it is impossible to say what proportion of the 148 millions attributed to Hongkong should be properly placed at the credit of Germany, which, as everybody knows, has a great and flourishing trade with China. Notwithstanding the efforts of Australian Trade Commissoners to foster a continuous connection with China, they have still much leeway to make up if they intend to equal Canada in the volume trade, for whereas the Dominion sent products to the value of 2,387,758 taels last year, Australia's trade was only worth 1,538,747 taels. The other figures are immaterial, but it would be interesting to learn whether the emigration of coolies to South Africa has had anything to do with the trade which seems to be growing between our new Colonies and China. In 1903 South Africa contributed nothing to China's needs; in 1904 goods to the value of 2,243 taels were received, and last year that sum had increased to 13,523 taels. Dipping into the volume almost at random, it appears that despite all the efforts of reformers, China continues to purchase opium from India, either direct or through Hongkong, in increasing quantities. Last year China took 10,427 piculs of opium valued at 6,029,252 taels from Hongkong; in the previous year the figures were 8,891 piculs worth 5,699,723 taels. British India sent direct to China 472 piculs estimated at 272,424 taels, as against 253 piculs valued at 162,260 taels in 1904. The net import of opium from foreign countries into China during 1905 was 11,307 piculs having a value of 6,537,092 taels, or nearly a million pounds sterling. Details are given regarding the imports of cotton goods, iron ware, delicacies such as bird's nests, bêche-de-mer, betel nuts, etc., but it is needless to labour over these matters. An exception may be made in the case of cigarettes. Mr. Rockhill, the American Minister at Peking, wrote to his Government that the unscrupulous methods of the Japanese in closing Manchuria to foreign commerce while permitting Japanese merchants to establish themselves in the interior had a prejudicial effect on American trade, and he instanced the case of tobacco in particular. The Japanese may be making headway in coarse leaf tobacco but they are certainly not on a level with the United States so far as cigarettes are concerned, that is, taking China as a whole. Last year America's consignments of cigarettes received in China totalled over 2 million taels, as compared with slightly over 1 million taels in 1904—an increase of fully 100 per cent. Japan's trade with China in cigarettes only amounted to 871,530 taels as against 1,100,869 taels in the previous year. It is obvious that while America is forging ahead Japan is losing its hold of the Chinese cigarette market. The analysis of China's import trade returns is full of interest to those who are following the working out of China's destiny, and it clearly shows that the nations of the world have a rich and practically untilled field to cultivate in the Middle Kingdom.

CHINESE SAGACITY.

Acting on the principle, doubtless, that the world owes every man a living, a Chinaman who formerly resided in Hongkong but has now departed for the good of the Colony, discovered a new way to hoodwink his fellow-countrymen. The story was told in the Court of Summary Jurisdiction yesterday in the course of an ordinary debt action. The Chinaman who evolved the scheme must have had a winning tongue and a vivid imagination. He asserted that for the sum of $760 cash he could land any Chinese subject in the United States of America, defying the whole tribe of immigration officers and setting at nought the provisions of the Chinese Exclusion Act. It might be supposed that an individual able to produce $760 had a fair chance of being admitted to "God's country" without all the attempts at evasion and deceit involved by the Chinese "agency" in Hongkong. Few coolies or labourers could gather $760 in a lifetime, but the eloquence of their guide, counsellor and anything but friend won the monied men over. One feels inclined to believe that he must have imbibed at the golden spring of eloquence which is eternally bubbling over in the States. At any rate, he collected nearly $10,000 and shipped his compatriots off to—not San Francisco, but New York! The learned counsel in the case observed that it was a common practice for Chinese to attempt to enter the United States *via* New York, but that *obiter dictum* will not hold water. Of course the sight of a dozen or more Chinamen attempting to rush the gentlemen known, we believe, as "sleuths" in America was doomed to failure. They were corralled, bundled off to San Francisco, and ignominiously ejected from the soil of the free and enlightened. When they returned to Hongkong they [illegible] regarding their erstwhile leader and adviser, but he was not to be found, and whether he has gone to search for Mr. Micawber in Australia or has joined Lieut. Parry is unknown. It was a decidedly original idea to send the fortune hunters to America because while they were on their way to disillusionment he had ample time to cover his tracks. The curious part of the story is that the would-be Americans were sent to New York. The practice used to be to send the coolies to Vancouver where they were allowed to land without question. There is an agency corresponding in a way to the "underground railway" of slavery days, when Sambo and Venus used to be secretly helped to escape from the sunny south to the frozen north and freedom, had its headquarters. The Chinese immigrants boarded C.P.R. trains ostensibly bound for Winnipeg, Ottawa or any other place that came to the mind, and left Vancouver. *En route*, they dropped off at some wayside crossing and, guided by the agents, attempted to enter the States by a side-door, so to speak. They were exposed to the greatest hardships, their lives were not worth a moment's purchase if they were sighted by the mounted constabulary or boundary riders and attempted to escape, but many succeeded. Indeed, the C.P.R. officials were accused of aiding and abetting the Chinese, a charge which was indignantly denied and never proved. That was in the good old days; but the undesirables never thought of finding an open door through New York. There the genius of the Hongkong "passenger agent" failed; he should have shipped his customers off to Kamchatka and they could have traversed the overland route, gaining great kudos, if they succeeded, for their pluck in emulating, if not eclipsing, Harry de Windt.

IT is notified for the benefit of shipmasters that on the 1st July a steel gas-lighted lightship, 80 feet in length and 23 feet beam, painted *red* and bearing the words "Drinkwater Point" on her sides in *white* letters, was moored in 18 feet of water 3 miles N. 8½ W. of the Drinkwater Point gas-lighted buoy in the North Channel entrance to the Yangtze. The light, which is exhibited from a lantern carried by an iron column, is dioptric, occulting, of the fourth order, showing a fixed *white* light varied by an eclipse every 10 seconds. The centre of the light is 35 feet above the water, and the light should be visible in clear weather at a distance of 11 nautical miles. During foggy or thick weather a fog bell is struck one blow every 15 seconds. If the lightship be driven from her station, the usual light will not be shown, but a fixed *red* light will be exhibited at each end of the vessel during the night and a *red* flag hoisted by day. The Drinkwater Point light and gas-lighted buoy have been discontinued.

LOCAL AND GENERAL.

MEMBERS of the Hongkong Volunteer Reserve Association are reminded that the 2nd competition for the *China Mail* Cup at disappearing targets will take place at the King's Park Range to-morrow, Saturday, at 2 p.m.

THE s.s. *Indravelli* arrived in harbour this morning, having on board 1,559 coolies in transit from Chinwantao to South Africa. During the voyage hither one death occured amongst the coolies, from general debility.

THE Dock Company has just completed the construction of two new buoys, which, we understand, are to replace those known as the "Fairway buoys." These buoys will be lit by the new Bingham light, and should prove a great boon to mariners entering and leaving this port at night.

BEFORE Mr. F. A. Hazeland, at the Magistracy this morning, two unemployed Indians were charged by Bella Singh, a watchman employed at the Soap and Soda Factory, with stealing from his box, yesterday, 1100 in money, and four promissory notes, to the value of $195. The case was remanded.

A COOLIE, who was arrested at Yaumati yesterday for returning from banishment, admitted the charge at the Magistracy this morning. He was asked why he returned. Accused replied that he came back to do business here and would be good. Mr. Gompertz sentenced him to one year's hard labour and six hours' stocks.

AT the instance of Mr. W. H. Williams, head master of the Victoria School, his houseboy was this morning charged with stealing one piece of calico and a piece of flannel, on the 25 thinstant, the property of the complainant. The accused pleaded guilty, and Mr. Gompertz passed sentence of six weeks' hard labour and six hours' stocks.

"SPEAK up, gentlemen," said his Honour Mr. A. G. Wise, Puisne Judge, presiding in the Summary Court this morning; "I don't know whether I am going deaf, or whether it is the wind, the noise inside, and the noises in the street outside, or all combined, but I can't hear you," and then the voices were raised to concert pitch.

"EVIDENTLY we had a very useful day in Bankruptcy yesterday," remarked his Honour the Puisne Judge in the Summary Court this morning. Case after case was called on when the solicitors for the various defendants stated that receiving orders had been made against them yesterday in the Bankruptcy Court. Hence the above remark.

SERGEANT Davitt arraigned Chan Shui, a seaman, before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of trespassing in the Government stables, at 2.30 o'clock this morning. Defendant said he only went in there for a minute, but the sergeant said he was found sleeping on the premises. "You had better be careful next time," said his Worship, "or else you will be charged with being a rogue and vagabond." A fine of $2 was imposed.

MR. F. A. HAZELAND fined four coolies $10 apiece, at the Magistracy this morning, for "mutilating, ill-using and killing a dog" at Shamshui-po, yesterday. Yesterday was a festival of the Chinese in the New Territory, and the defendants wanted some fresh meat. They made preparations in the way of boiling water, and when the dog was seen at the back of their house, they set upon it with bamboo poles, and soon had portions of it in the pot ready to be cooked. The farmer heard about it and had the men arrested.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Reg.,) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 28th inst.:—

March	"Waldmere"	Losey
Overture to	"I. Martiri"	Donizetti
Selection	"Tosti's Song"	Pongher
Valse	"Gold and Silver"	Lehar
Song (Cornet Solo)	"Violets"	Wright
Serenade	"The Warblers"	Perry
Selection from	"Il todora"	Stuart
Serenade D'Amour		Blon

God Save the King.

THE case in which the landlord of Nos. 1, 2, 4 and 5, Hill Road was summoned by the Building Authorities for committing a breach of the Building Ordinance was continued again before Mr. F. A. Hazeland this afternoon. Mr. F. B. L. Bowley prosecuted, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, defended. The case was that in which the defendant was alleged to have erected certain wrought iron partitions in the houses without consent. In his cross-examination, Mr. Perkins said that when he visited the house, portions of it were very dark. The houses had an unusually large number of windows for a Chinese house, but there was a wall at the back which obstructed the light; besides the windows were not effective windows. The case was adjourned *sine die*.

IT is with regret that we (*N. C. D. News*) have to announce the death of Mr. S. M. McLeish which took place at Shanghai on Saturday (21st inst.), shortly before midnight. Mr. McLeish had been suffering from cerebral trouble for some time past, but though he had been in failing health, death came suddenly at the last and he passed peacefully away almost before those who were with him knew the end was near. Mr. Stewart Munn McLeish was 49 years of age, and came to Hongkong in 1881 to join a firm of chemists. He remained in Hongkong for six years and then left to join Messrs. Mactavish and Lehmann in Shanghai. His sterling qualities soon made themselves felt, for in 1887 he joined Mr. Mactavish in partnership, and on the death of that gentleman fourteen years ago he took over the sole management of the business, which he carried on up to the time of his departure for home.

AMOY NOTES.

[*From a Correspondent.*]

Amoy, 23rd July, 1906.

CHANGES.

Lieut.-Col. Mackenzie, late secretary of the Kulangsu Municipal Council, left Amoy last week. Col. Mackenzie, it is reported, was the recipient of a red silk umbrella, from a number of Chinese merchants in the port. This is an honour conferred by the Chinese only on popular officials. Col. Mackenzie takes the good wishes of the community with him, for a happy sojourn at home. Mr. R. de Nully from Shanghai is appointed to the Amoy Customs, in place of Mr. A. Scagliotti whose appointment to this port is cancelled.

WIND AND WEATHER.

Amoy has had a very trying time this summer with the heat, which has during the last few days been most oppressive and uncomfortable. An exodus has naturally followed, and whoever could possibly get away has done so in search of cooler climes. Kuliang near Foochow seems to have been given a decided preference to Japan, probably owing to the fact that this sanatorium is so near at hand.

The weather looked very threatening during the last two days and a typhoon has been expected. Yesterday most of the steamers in port left their anchorages to go out into the outer harbour where there is more room and safety. All the native craft have left the port and made themselves very snug in the various creeks round about. A very heavy blow occurred last night, but about 2 a.m. the wind died away, and things have again resumed their normal appearance. The seafarers in port predict another heavy blow within the next 24 hours, but like all weather prophets, it is hoped they will be mistaken.

A REFUTATION.

Your contemporary, the *S. C. Morning Post*, in its issue of the 17th July, publishes some particulars re the recent outrage at Tung-an, and also mentions some particulars—the result of an interview with Mr. Forbes Eadie who was one of the victims. There is one passage in the above article which I wish to refute. The *Post* mentions "He desired us to state that the *Morning Post* reports were the only reliable accounts of the affair, as they gave the true details."

Now, I wish to mention that the account I sent you re the above outrage, and which was published in the *Telegraph* on the 19th June, was and is in every respect a perfectly reliable and true account of what happened at Tung-an, that is if Mr. Eadie's own version of the affray is reliable and to be depended on. On Mr. Eadie's return from Tung-an, I interviewed him, and got the particulars as published by the *Telegraph* from him, in the presence of two others. I took *verbatim* notes of Mr. Eadie's remarks, and asked him if he objected to these particulars being published. Mr. Eadie not only assented but mentioned that he had given me a full account of what occurred and that this account, if published, would be the only true and reliable one of what really happened at Tung-an. I also mentioned in the account the *Telegraph* published that the details given were the results of an interview with Mr. Eadie, so it would seem in the face of what the *Post* says about the matter that Mr. Eadie himself is responsible for his utterances and whether these can now be credited or not remains to be seen. In addition to this Mr. Eadie has on more than one occasion expressed his opinions, in the presence of a good many, to the effect that the *Telegraph* articles on the Tung-an affair were the true accounts inasmuch as he had dictated them himself. Further comment is unnecessary. A few other inaccuracies in the *Post's* account of the 17th instant are to be deplored. In the first place Mr. Eadie did not lose 75 lbs. in weight in consequence of the attack on him at Tung-an. That he did lose weight there is no gainsaying, but nothing like what the *Post* mentions. Any of Mr. Eadie's friends will vouch that he never scaled 75 lbs. in addition to his present weight—even in the best of health.

As for Mr. Eadie having a leg now 1 inch shorter than the other, this shrinkage must have developed since he left Amoy, as his legs were normal whilst here. My reasons for writing this refutation of the *Post's* account are that a number of Amoy residents object to credence being given to reports which are not only exaggerated but leave out a good bit of the elements of truth.

"I AM quite willing to accept instalment," said a Chinese lady complainant in the Summary Court, in reply to a question from his Honour the Puisne Judge, "provided defendant will keep his promise." "I cannot make him keep his promise, and he has not kept it hitherto, but if you like to accept his word that is for you, and if he fails in any instalment you can get immediate judgment against him." The lady, like Barkus, "was willing."

IN Summary Jurisdiction this morning before his Honour the Puisne Judge, the Tai Fung Lung firm sued the Man Loong for recovery of the sum of $660, being the balance of account due for rice sold and delivered by plaintiff firm to defendant. Plaintiff proved delivery of the rice to defendants' *foki*, defendant admitting receiving the rice, but stating that the *foki* had no right to get things for him on credit. His Honour: Did you send your *foki* to get the rice? Witness: Yes, I sent him. His Honour: Then you gave him authority to get it. Witness: Yes, but I gave him the money to pay for it. Plaintiff swore no money was received. His Honour: The *foki* must have pocketed the money and got the goods on credit. Witness: Well, the plaintiff was a good friend of my *foki* and would give him credit for anything he wanted. His Honour: Well, where is the *foki* now? Witness: He died of plague several months ago. His Honour: Then it is no use looking for him. I am afraid I cannot help you; you admit receiving the rice, and plaintiff swears he never received the money for it. There must be judgment with costs for the plaintiff.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE COMMISSIONERS.

CONSTITUTIONAL GOVERNMENT PROPOSED FOR CHINA.

[*From Our Own Correspondent.*]

Shanghai, 27th July, 2.10 p.m.

The Chinese Commissioners appointed to investigate the methods of government in Europe and America have been in conference.

They have decided to submit a memorial to the Throne proposing the adoption of a system of constitutional government for China.

[*N. C. D. News.*]

The Open Door in Manchuria.

Tokio, 22nd July.

In the course of an interview Viscount Hayashi stated that Japan's policy of the open door remains unchanged and the whole of Manchuria would be open to trade on 1st September. All apprehensions on this subject, he added, had been due to misconceptions.

The British Squadron in Japanese Waters.

Tokio, 22nd July.

Vice-Admiral Sir Arthur Moore with the British squadron left Yokohama yesterday for Hakodate. The torpedo-boat destroyers remain for a week longer.

An Echo of the War: the Mikado's Thanks.

Tokio, 22nd July.

An Imperial rescript has been issued conveying the profound gratitude of the Mikado for the assistance rendered by the nation during the late war.

FUN ON FLOWER HILL.

BRITISH TARS IN A TIGHT CORNER.

Jack ashore has a curious faculty for getting entangled in queer situations. Two British men-of-war's men kept Wyndham Street and half Queen's Road roughing immoderately for half-an-hour this afternoon. They had evidently been deputed to purchase a bouquet or a wreath, and they repaired to the famous Flower Hill. In the guilelessness of their hearts they informed the flower-sellers of their wants, and the rush to supply them blocked the traffic for fully fifteen minutes. The entire gang of flower-peddlars flung themselves in a body on the sailors. Some carried wreaths, some had circlets and anchors, and some had buttonholes. It was all the same. One coolie heaved his basket of violets at the tars and shouted "Want money." Before the unsophisticated ones could get their eyes clear of weeds and bits of wire they were festooned like a Maypole. They dripped petals; the leaves of every flower in the Far East clung to their hair; one man found himself smoking a concoction of lilies and tobacco. Around them danced the howling mob as if a corroboree was in progress. The natives yelled and swore and called upon all the gods to witness that their flowers were the only true and genuine article. A dexterous flower-seller cleverly lassoed one sailor with a ringlet of roses; another hung a weird arrangement of nondescript blossoms on his back; and a third decorated his coat with bent wires and buttonholes. Never was a sailor so flabbergasted. He protested in English, Welsh and Hindustani; he declared that he had no use for chrysanthemums; he tried pidgin English and once he actually swore. He called for his mate but, like Alice, "Bill" would not materialise. Every time he opened his mouth he received a volley of floral tributes. It was like a Neapolitan carnival run mad. Little wonder that the crowd which extended in serried columns along Wyndham Street to the Post Office began to laugh. And once they started laughing it was impossible to leave off. Jack was in the hottest corner of his life. And Bill!—where was he? Bill was philosophical; he squatted on the ground and waited till the uproar overhead was finished. He coughed once when a heap of fancy picture books, showing what designs the flower-sellers could "perpetrate," fell upon his head and scattered the ashes of his pipe. But till the end he remained on the ground floor, quite contented and seemingly at peace with the world. Had the fun continued five minutes longer he would have been asleep. Somebody, however, shouted something about a "wet" and Bill replied "Wot O!" and with his friend, Jack gallantly fought his way through the enemy and disappeared. Queen's Road wore a broad smile all afternoon.

SHIPPING AND MAILS.

MAILS DUE.

American (*America Maru*) 28th inst., 3 p.m.
Indian (*Lightning*) 29th inst.
Gr. (*Prinz Eitel Friedrich*) 30th inst., 10 a.m.
German (*Bayern*) 31st inst.
Australian (*Eastern*) 3rd prox.
Indian (*Suisang*) 5th prox.
American (*Siberia*) 6th prox.

The s.s. *Saint George* sailed from Singapore on 25th inst.

The T. K. K. s.s. *America Maru* sailed from Shanghai on Thursday, at 1 p.m., and will be due to arrive at this port on 28th inst., at 3 p.m.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* carrying the German Mails with dates from Berlin of the 3rd inst., left Singapore on 26th inst., at 9 a.m., and may be expected here on 30th inst., at 10 a.m.

TELEGRAMS.

[*Reuter's.*]

Russia.

LONDON, 25th July.

The members of the Duma returned to St. Petersburg yesterday; they were not molested.

At the conference at Viborg, they decided to form vast organisations for the object of turning the army against the Government.

Renewed disturbances have taken place in Odessa and some Jews have been killed.

The town is panic-stricken and the inhabitants are fleeing.

Later.

A wholesale suppression of newspapers and arrests continue throughout Russia.

The Government of Russia has warned shipowners that they have decided to inspect and arrest vessels suspected of running guns.

The moderate members of the Duma have issued an appeal to the people to submit to the will of the Tsar, and to prepare new selections. It would be criminal to strike against the Imperial power at the present crisis.

Queen Wilhelmina.

Queen Wilhelmina has suffered another miscarriage.

YESTERDAY'S STORM

AND ITS FROLIC.

The storm which passed over the Colony yesterday did not leave the junks and smaller craft altogether unscathed, and several junk and sampan-owners are bewailing the loss of their personal effects, which now repose peacefully somewhere a the bottom of the harbour. But the damage sustained, luckily, was nothing like it might have been, owing to the majority of those in charge of the small craft, having taken the scare in time, clearing out to the shelter by Stonecutters' Island and Causeway Bay where they lay snug and safe, while the squalls blew over the harbour, according to the harbour authorities, with typhoon force, the sea rising to such an extent, between the hours of 10 a.m. and 1 p.m., as to throw the spray on to the upper decks of the steamers riding at anchor in the harbour, while the passengers in the Star Ferry boats between Kowloon and Victoria, had a highly unpleasant time, and were more than glad when the short trip was over. The first casualty caused by the frolicsome storm to be reported was the sinking of a dust-boat off the Police Pier at Tsim Tsa Tsui, which, however, was later raised and taken to Yaumati, where she is being overhauled preparatory to repairs being effected on her. Then came the report of two junks, half laden with general merchandize, being dashed literally to pieces just off Yaumati, the merchandize and all else aboard, except what would float, being lost in the hungry jowl of the sea, while wreckage of sort lay thickly strewn all around. Some of the vessels anchored in the harbour dragged their moorings, among them being the s.s *Celtic*, which was found to have been dragged nearly 250 feet from her original moorings. She was "picked up" and removed to moorings at West Point, no damage being either done to or sustained by her, in her erratic movement. The bamboo wharf just to the West of the old Harbour Office, Chinese owned, and used for the point of arrival and departure of hired launches, was carried away, and the matshed erected on her collapsed and toppled over into the see hung water, and what remains of it is now lashed to the piles lately supporting the collapsed pier. One or two sampans, unable to get into shelter in time capsized, being caught by one of the squalls, but with it all no loss of life has been reported anywhere. On shore trees and shrubs appear to have been the only sufferers, the former losing many a limb, and the latter being entirely uprooted and transported to other pastures at the will of the wind.

CHINAMAN'S FATAL FALL.

RESULT OF A GAMBLING RAID.

This afternoon, at the Magistracy, Mr. H. H. J. Gompertz presiding as Coroner, an inquest was held into the circumstances surrounding the death of one Lai Hoi, 54 years of age, who was found dead in Kut On Street by the police on the 19th instant. The following was the jury empanelled:—Messrs. F. R. Fox (foreman), W. G. Goggin and Vincent Sowerby.

Dr. C. M. Heanley, medical officer in charge of public mortuaries, said he held an autopsy on the body of a male Chinese. Death was due to a fractured skull.

Constable Sullivan stated that at 7.45 p.m. on the 19th instant, he went with a party of excise officers to a house in No. 5, Kut On Street—first floor. As the excise officers were going up the stairs a commotion was heard on the first floor. When witness got to the top of the stairs he saw several persons attempting to escape through a door which led into a small balcony. Several escaped by crossing to the adjoining houses by means of the balcony. No opium was found in the house nor were there any gambling paraphernalia. As the officers left the house and gained the street they saw a man lying in the street immediately under the verandah of No. 5 house. The man was removed to the station.

The Coroner—What did you put him in to carry him to the hospital?

Witness—An ambulance, your Worship.

The Coroner—I suppose there are ambulances at No. 2 police station?

Witness—Yes, your Worship. Continuing, witness said that the man was temporarily treated at the station, but he died on the way to hospital, never regaining consciousness.

Questioned by the Coroner witness was of opinion that the men were gambling, but got away with the implements. While in the house he heard no noise such as would indicate the falling of a body.

Other witnesses we called, who gave corroborative testimony, and the jury returned a verdict of "accidental death."

KOWLOON-CANTON RAILWAY.

PROGRESS OF THE WORK.

ARRANGEMENTS FOR BORING LION'S HEAD TUNNEL.

Work in connection with the Kowloon-Canton railway is proceeding on the British section of the line at a rate which would surprise the Chinese authorities at the other end of the line, if they only had a chance of seeing the results of the operations up to date. There have been many hindering and handicapping factors experienced by the engineers. In the first place the coolies engaged to-day the road-bed were utterly ignorant of what was required in railway construction. Every coolie can wield a pick and delve with a shovel, although he might prefer to use his hands and a basket, but he has a habit of throwing the sand in every direction, instead of building it up in a heap at the side of the track thereby vitiating the value of his work and adding to the labour of the gangs. As a rule the coolies are densely opposed to anything like system, and even yet they have to be watched like children at play. The result is that the European superintendents have been harassed by petty difficulties and they are kept constantly on the alert. In time, no doubt, the gang coolies will follow recognised methods and the strain on the foreign overseers will be partly lightened.

THE FARMERS AND THE COOLIES.

Another difficulty which has to be guarded against is the restrained ire of those peasant proprietors whose land has been re-entered by the Government. They maintain that they have been in some way or another despoiled of their property, although, as a matter of fact, the Government has been not merely scrupulously fair in all its dealings with the farmers but has even erred on the side of generosity. Still, the farmers seem to feel that they have some sort of grievance and watch the progress of the railway with no friendly eye. The greatest precautions have therefore to be taken to prevent a quarrel arising between the coolies and the farmers. As may be expected the coolies are not angels by a long way; and the farmers would be only too ready to give vent to their feelings in a conflict with the labourers. The whole object of the Europeans is to conciliate the farmers and keep a firm grip on those coolies who are inclined to become obstreperous through an exuberance of spirits. They have succeeded so far in preventing anything like a disturbance, but little instances, which are not worth recording, have occurred to show the dangers of the situation.

FLOODED TRENCHES.

One of the most annoying features which have tended to delay, in some measure, the progress of the railway construction work is the unsettled weather. No sooner has a trench been dug or an embankment built up than torrential rains have swept away the labour of days in a few minutes. That has happened repeatedly along the track to Lion's Head Mountain and beyond Shatin. Shafts have been excavated only to be flooded, with rain water which rapidly converts the trench into a mud-swamp. Pumps have been erected to drain away the water, but there will still be difficulties in this respect until the dry weather arrives.

COOLIE CHORISTERS.

Although the coolies employed in building the bed of the track and levelling the ground are ignorant of the first principles of railroad work they possess one virtue—they are willing. They may be slovenly but they are not wilfully so, and considering that they are new to the business, and probably unused to regular and disciplined labour, it is wonderful how amenable they are to the suggestions of their overseers. Men and women work side by side, indulging occasionally in what they are pleased to call a song or rather "chanty," which appears to have a stimulating effect on their efforts.

LION'S HEAD TUNNEL.

As we have noted in previous reports, the principal engineering obstruction is Lion's Head Mountain. It is necessary to construct a tunnel some three miles in length through the mountain, the entrance being at Sham-Shui-po and the exit at Shatin. At the latter place several Italian and German tunnelers are already making preparations for the arrival of the diamond drills which will be used to pierce the rock. At Sham-Shui-po a beginning was made this week on the preliminary operations preparatory to the drills being placed in position. Most people may be under the impression that in building a tunnel the engineers construct the track right along to the mouth of the tunnel and then proceed to drill the face of the rock from the level of the road-bed to the height required. That may have been the method employed in former days but it is changed now. Immediately in front of the bare rock a deep trench or shaft is excavated. The shaft at Sham-Shui-po is well on the way to completion, but as already stated, the rains have repeatedly thwarted the labours of the coolies and temporary pumps are installed to drain the excavation.

MODUS OPERANDI.

When the shaft is completed and the drills in position the rock will be bored considerably below the railway track, and thereafter built up to the level of the permanent way, the upper drills meanwhile piercing the mountain to the requisite height. The object of drilling below the level of the road-bed is not exactly obvious to the lay mind, but there are more things in heaven and earth than we have dreamt of, and the work of the civil engineer is hedged about with mystery. The drills have not yet arrived from England but they will be shipped at an early date in order that the most trying portion of the undertaking may be completed as soon as possible. Once the Lion's Head tunnel is finished the railway men will lay the line to the border of the New Territory at express speed. A culvert here and there, a bridge across the River at Sham-chun, and the construction work so far as the British section is concerned will be concluded. It should be stated that the tunnelers will begin operations at the Sham-Shui-po and Shatin ends simultaneously and if all goes well they should meet in the middle. A three to four mile tunnel is no small affair; it may not compare with the Simplon, but its achievement will be scarcely less creditable to the engineers in charge.

THE GOVERNOR AS OVERSEER-IN-CHIEF.

His Excellency Sir Matthew Nathan may be described as Overseer-in-Chief of the railway construction work. The red-coated chair coolies with their masterful swing and supercilious bearing are as familiar a sight to the natives as the birds of the air. At all hours His Excellency is to be found tramping through the mud and slush. Nothing is too minute for his inspection and no hour too late for his visits. He has surprised the labourers at seven o'clock at night, after twilight, and he has been there before the lark, or perhaps we should say the quail, in the morning. Of course, Sir Matthew Nathan is himself an engineer, which in a measure accounts for his interest in the undertaking; but the fact that he may be on the scene at any moment is responsible, there can be no doubt, for the rapid progress of the operations. There is one thing for which the coolies and fireman alike are glad, and that is that his approach is heralded a mile off by the scarlet tunics of his bearers.

THE SOCIAL SIDE.

Nothing will be left undone to provide for the wants of the European employés from the social point of view. All day long they are toiling and moiling scorched by the heat of the sun or soaked by the torrential rains—mud from head to foot. At present they have no recreations; the nearest neighbour is sometimes miles away. Even the most ascetic relish an occasional game of cards, or an exchange of experiences. If their solitude palls, they have to tramp miles before they reach Kowloon or Hongkong, and then, being human and not wooden effigies, they make the most of their outing. Whether they are as capable next day of appearing on duty as they might be is purely a matter of temperament. A railway man "aint no bloomin' chrysanthemum." Accordingly, it is proposed to establish a club somewhere in the vicinity of Sham-Shui-po, where the staff may congregate in the evenings. Refreshments will be obtainable; books and magazines will be available; and games may be contested. If all goes well, the club may become an institution. Lawn tennis grounds are now being laid out; there is plenty of land for footballers, and the cricket enthusiast may indulge his fancy—provided he can scrape a score and two men together. With regard to the water supply, there is an excellent spring of cool water in the vicinity of Lion's Head, and in this connection it may be stated that the railway builders intend to utilise this stream for the drilling machinery. A large dam or reservoir will be built and pipes will be laid leading from the dam to the face of the mountain. It may be inferred that the boring machines will be worked by hydraulic power, but that is mere conjecture. The fact remains that the railway from Kowloon across the New Territory is proceeding swimmingly, and difficulties are disappearing as soon as they are met.

THE COOLIE'S MIND.

"FEEDING'S KEEPING" HE THOUGHT.

Li Ling, a shop coolie, of No. 8, Cochrane Street, was charged with stealing from a silversmith, residing at No. 52, Cochrane Street, a pair of enamelled ear-drops set with pearls, valued at $250 and two gold hair ornaments set with rubies, opals and diamonds, valued at $350, the aggregate value being $600. The defendant denied stealing the trinkets, but said he picked them up in the street. The silversmith stated that at about four o'clock yesterday afternoon he was taking the jewels back to a pawnshop, whence he had got the things to sell. On his way he dropped and lost the trinkets. He immediately made a report to the police, who sent out notices to all pawnbrokers to arrest any person attempting to pawn the jewels, a description of which was also supplied. An hour later a coolie entered the Leung Yik pawnshop and produced the missing trinkets. The coolie was questioned, and the silversmith was sent for. When he arrived at the pawnshop and found the trinkets the silversmith thanked the pawnbroker, but refused to proceed against the coolie. The police heard of the recovery of the trinkets and sent for the pawnbroker, who related the story. The complainant turned up later and he was asked why he allowed the coolie to go free. While this conversation was going on, the pawnbroker on glancing round recognised defendant in the crowd and he was taken in charge. Defendant said he did not know that the custom was when a thing was picked up in the street it was to be taken to the nearest police station. The evidence given by the pawnbroker was very unsatisfactory, in fact he omitted several important things in his evidence which was relevant to the case. He denied that when questioned about the trinkets defendant bolted out of the shop. A *lukong* said that seeing a crowd outside the pawnshop he went up and saw the pawnbroker dragging defendant into his shop by the queue. The *lukong* asked the pawnbroker what was the matter and the latter replied that the officer had better mind his own business. His Worship gave accused a lecture, saying that the very fact that he picked up the trinkets and took them to a pawnshop to sell would get him six months. He was old enough to know better. The only thing to his advantage was on offering the things to the pawnbroker he gave his right name and address. He would, however, be discharged with a caution. As regarded the pawnbroker his Worship told him to be careful how he gave his evidence in future cases, or else there would be trouble.

THE SHANGHAI DOCK AND ENGINEERING CO.

APPRECIATION AND SUGGESTION.

Mr. F. E. Taylor writes in the *N. C. D. News* on the 20th inst.:—The efficient working of the Shanghai Dock and Engineering Company is of such grave importance to the community that I trust you will grant me space for a few remarks and a suggestion. The matter is not only of importance to the shareholders but also to shipping interests. A review of the history of the former Company which the present Company has replaced, although interesting and piquant, and not altogether creditable, would serve no useful purpose except as an explanation of the present situation when shares are quoted at a ruinous discount and the confidence of the investing public is entirely destroyed. The loss to Shanghai is enormous and paralyzing. That the largest concern in a place of rapidly growing business shows steady decadence is sufficient proof that the management leaves much to be desired. In 1901 the profits for ten months were stated to have been Tls. 1,237,313. The result for the last year has been a net profit of Tls. 410,673—just one-third. And with all this there is no doubt that the Company is in a thoroughly sound position. The assets are valued at twice the book entries, and the Reserve Fund of Tls. 1,000,000 may be regarded as having taken the place of writing off for depreciation. Under these circumstances there is no reason why, with skilful management, the Company should not be completely successful. Many are heard to criticise the old-fashioned methods of the Managing Director, and here we are face-to-face with the serious difficulty of the situation. Mr. Prentice is universally respected, and any word likely to hurt his feelings would be fiercely resented by his numerous friends. His hand is always in his pocket to assist the needy or forward a charity; his ability as an engineer is eminent; he is always at work and doing his best; and his probity is an example. But in spite of these fine qualities he has not been fortunate as a manager. The condition of Boyd and Co. at the time of amalgamation was desperate, and now one year of his management has reduced the earnings of the Dock Company from Tls. 804,371 to Tls. 410,673. It has certainly been a bad year, and opposition has had its share, but something more is required to explain such an abysmal collapse.

The public have never been allowed to know about the affairs of the Company, but it is widely suspected that considerable economies might be effected. I suggest that a Committee of experts, and there are several such among the shareholders, should be appointed to make a thorough and detailed examination into the administration of the Company. They should be able to report whether and where economies could be effected by centralisation and by other reforms, and where the present methods are wasteful. They might also suggest other lines of business, not in conflict with the Memorandum of Association, in which the Company might engage with profit. It is said that a quantity of valuable land and property might be sold without decreasing the earning power of the Company, and this question should be taken up vigorously with a view to reduce the capital. Steps should also be taken to make it understood in shipping circles that the new Company is to be run on lines which will deserve support, and no effort should be spared to secure it a good name.

Without a moving spirit to take the lead, it is always difficult to start anything in this busy place, and I suggest that the new Directors, whom the shareholders have succeeded in placing on the Board and to whom we look with confidence for assistance, should invite those shareholders who are willing and competent to serve on the Committee of investigation to send in their names to one of them. They would perform a great service to the community, and I am sure that the adoption of this suggestion would soon restore the prosperity of the company and inaugurate an era of steady and satisfactory dividends.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

4 p.m.

Buyers:—Hongkong Banks $845, London £9, Unions $8.0, Hongkong Fires $315, China Fires $89, H.K., C., and M. Steamboats $27, Indo-Chinas $101, Douglas $46, Raubs $33, Hongkew Wharfs Tls. 230, Humphreys $11.50, Green Islands 28½.

Sellers:—Canton Insurances $340, China-Manilas $10, Shell Transports 27/6, China Sugars $145, Hongkong Docks $153, Hongkong Lands $111, ex div., West Points $50, ex div., Hotels $125, Cottons $14.

Sales:—National Banks $47, Unions $800, China Fires $89, Humphreys $11½, Watsons $13.

Nominal:—Kowloon Wharfs $106, Shanghai Docks Tls. 94, Langkats Tls. 225.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	2 1 5/16
Do. demand	2 1 5/16
Do. 4 month's sight	1 11
France—Bank T.T.	2.65
America—Bank T.T.	51½
Germany—Bank T.T.	2.16
India T.T.	148
Do. demand	158½
Shanghai—Bank T.T.	72½
Singapore T.T.	10½ % prem
Japan—Bank T.T.	103½
Java—Bank T.T.	127½

	Buying.
4 months' sight L/C.	2 1 4
6 months' sight L/C.	2/1 1
30 days' sight San Francisco & New York	51½
4 months' sight do.	52½
60 days' sight Sydney and Melbourne	2/2
4 months' sight France	2.69½
4 months' sight "	2.71
4 months' sight Germany	2.20½
Bar Silver	30 1/16
Bank of England rate	3½ %
Sovereign	9 43

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 27th at 11.35a.—The barometer has risen moderately over the S. Coast of China, and has a tendency to fall over the E. Coast.

The depression remains over China to the South of the Yangtze. Pressure is still high over the S. Philippines.

Gradients are less steep over the China Sea, and the strong SW. winds are expected to moderate gradually over that area.

The Pacific depression is, this morning, moving to the NE. off the SE. Coast of Japan.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.08 inches.

THE RICE CRISIS.

Dispatches received from various cities in the Yangtze Valley all complain of the abnormal prices demanded for rice, in consequence of which there is naturally much discontent amongst the poorer classes. In the city of Yangchou, near the mouth of the Yangtze River, the authorities are fearful of a rice riot, and the grain-shop people have appealed for troops from the Viceroy at Nanking. We understand, says the *N. C. D. News* of 23rd inst., that a half battalion of foreign-modelled troops left Chinkiang on Friday last for Yangchou to strenghten the garrison of that city, but this is considered sufficient to preserve order in the event of a riot. The same unsatisfactory state of affairs exists in towns and cities in this part of the province, where the price of rice is even higher than in the riverine towns. For instance, even in Shanghai, in spite of the official proclamations forbidding any further rise in the price of rice, no less than eight dollars for picul is asked in grain shops.

There is, however, no combination, or unity amongst the rioters at present. All the riots, so far, have been local, and easily crushed by the prompt sending of the necessary troops. So long this is done there need be no fear of serious as disorders of a formidable nature, but as prevention is better than cure, the duty of the officials concerned should be to see that steps be taken to lower the price of cereals as soon as possible.

To-day's Advertisements.

HONGKONG HOTEL.

— MENU. —

SATURDAY, JULY 28TH, 1906.

DINNER.

HORS D'ŒUVRES.
Cods Roe on Toast.

SOUP.
Julienne Soup.

FISH.
Boiled Fish and Parsley Sauce.

ENTREES.
Rice Birds.
Veal Cutlets and Tomato Sauce.
Oyster Patties.

CURRY.
Calcutta.

JOINTS, &c.
Roast Leg of Mutton.
Roast Turkey and Cranberry Sauce.
Boiled Ox Tongue and Spinach.
Cold Hare Pie and Mixed Salad.

SWEETS.
Rice Pudding.
Strawberry Ice Cream and Finger Cakes.
Tipsy Cake.

DESSERT.
Coffee. Fruit. [775

TRACER WANTED, temporary engagement only, $30 per month.
Apply to—
SURVEY OFFICE,
Public Works Department.
Hongkong, 27th July, 1906. [772

NOTICE.

MRS. OLIVER, of the New Travellers Hotel, begs to notify the public that Mrs. KINGDOM is no longer in her employment since the 20th instant.
Hongkong, 27th July, 1906. [773

PUBLIC AUCTION.

BANKRUPTCY No. 24 OF 1906.

THE Undersigned have received instructions from the Official Receiver, to sell by
PUBLIC AUCTION,
TO-MORROW,
(SATURDAY), the 28th July, 1906, at 2 P.M., at No. 56, Caine Road,
THE GOODS AND CHATTELS
of Mrs. BAMSEY,
Comprising:—
THE WHOLE OF THE
HOUSEHOLD FURNITURE
THEREIN CONTAINED.
(Particulars from Catalogue).
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 27th July, 1906. [774

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that BRITISH CIGARETTE COMPANY, LIMITED, of 18, Bank Buildings, Queen's Road, Hongkong, and 9, Nanking Road, Shanghai, China, Tobacco Manufacturers, has, on the 5th day of June, 1906, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a Cock and the distinctive word "Rooster;"

in the name of The BRITISH CIGARETTE COMPANY, LIMITED, which claims to be the sole proprietor thereof.

The Trade Mark has been used by the applicants in respect of the following goods:—

MANUFACTURED TOBACCO, IN CLASS 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 27th day of June, 1906.

DENNYS & BOWLEY,
680] Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE CHINA EXPORT IMPORT AND BANK COMPAGNIE, of Hongkong, and other places, Traders, have, on the 20th day of June, 1906, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

Two boys or cherubs with wings holding up a wreath of flowers within which appears a coat of arms;

in the name of THE CHINA EXPORT IMPORT AND BANK COMPAGNIE, which claims to be the sole proprietor thereof.

The Trade Mark has been used by the applicant in respect of the following goods:—

ANILYNE DYES, IN CLASSES 1 AND 4.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 27th day of June, 1906.

DENNYS & BOWLEY,
[816 Solicitors for the Applicant.

Intimations.

THE

ROBINSON PIANO

CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS,

ORGANS

AND

Every Description

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38

AUSTRALIAN

WINES.

H. J. Lindeman's

CAWARRA

CLARETS

AND HOCKS.

"CAWARRA" CLARET

Per Case 12 Bottles $15.00
Per Case 24 ½ Bottles 16.00

"CAWARRA" HOCK

Per Case 12 Bottles $15.00
Per Case 24 ½ Bottles 16.00

FRENCH CLARETS.

	1 doz. Bottles.	2 doz. ½ Bottles.	4 doz. ½ Bottles.
Vin Ordinaire	$ 4.50	$ 5.50	$ 8.50
Côtes	5.00	6.00	9.00
Medoc	5.50	6.50	9.50
St. Emilion	6.50	7.50	10.50
Margaux	7.00	8.00	11.00
St. Julien	8.00	9.00	12.00
St. Estephe	10.00	11.00	14.00
Cos St. Michel	12.50	13.50	16.50
Ch. Leoville	13.00	14.00	17.00
Ch. Larose	13.00	14.00	17.00

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 22nd June, 1906. [41

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "

The S.S. "Diomed" passed Singapore on the morning of the 25th instant bound for Shanghai, and does not call here.

HOMEWARD.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	7th August.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th "
LIVERPOOL DIRECT	"TYDEUS"†	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
* HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"*	30th "

† Taking Cargo for Liverpool at London Rates and taking Cargo for Genoa, Marseilles and Hull to connect with "Astyanax" at Singapore.
* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.
	"BELLEROPHON"	1st September.

WESTWARD.

From	Steamers	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August.
	"STENTOR"	8th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 27th July, 1906. [3

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW" †	28th July.
MANILA	"TEAN"*	31st "
NINGPO and SHANGHAI	"TIENTSIN" †	1st August.
CEBU and ILOILO	"SUNGKIANG"*	1st "
SHANGHAI	"YOCHOW" †	4th "
YOKOHAMA and KOBE	"TSINAN"	6th "
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"*‡	11th "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 27th July, 1906. [9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th July, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 4th August, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 21st July, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 10th July, 1906. [8

Dentistry.

DR. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904 [68

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

Steamers.	Destinations.	To Sail
*SILESIA	SHANGHAI, YOKOHAMA AND KOBE	30th July.
*SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.

HOMEWARD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

ALESIA, Capt. Lüning	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA, Capt. Müller	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
*SILESIA, Capt. Bahle	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
*SCANDIA, Capt. v. Döhren	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA, Capt. Peter	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

‡ ITHAKA .....SHANGHAI AND CHINKIANG..... Freight and Passengers.
‡ LYDIA .....SHANGHAI AND CHINKIANG..... Freight and Passengers.
‡ KOWLOON .....SHANGHAI AND CHINKIANG..... Freight and Passengers.
* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
For steamers of the Coast Service marked ‡ to
SIEMSSEN & CO.
Hongkong, 27th July, 1906 [654

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	*KUTSANG*	...TUESDAY, 31st July, 3 P.M.
TIENTSIN	*CHEONGSHING**	...WEDNESDAY, 1st August, 4 P.M.
MANILA	*YUENSANG**	...FRIDAY, 3rd August, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th July, 1906. [6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,183	Metzenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Acting General Agent.
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ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship
"DAKOTAH"
will be despatched for the above Ports, on or about the 6th of August.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 27th July, 1906. [682

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

PROPOSED sailings from HONGKONG to CALLAO, IQUIQUE, VIA JAPAN PORTS.
"KASADO MARU," 6,000 tons, sails on or about August 7th, at Noon.
"GLENFARG," 4,000 tons, sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).

Taking freight also to other Western Coast Ports of South America transhipping to the Connecting Line.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager.
York Building.
Hongkong, 20th July, 1906. [751

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports; and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE,"
Captain St. John George, will be despatched as above, TO-MORROW, the 28th instant, at 10 A.M., instead of as previously advertised.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th July, 1906. 696

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship
"JESERIC,"
Captain Thompson, will be despatched for the above Ports, on or about the 28th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 4th July, 1906. [702

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain A. E. Gentles, will be despatched for the above Ports, on MONDAY, the 30th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 26th July, 1906 [760

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MOLDAVIA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Victoria* and *Arabia*.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, ex, B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 25th July, 1906. [4

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship
"SAXONIA,"
Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st July, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 25th July, 1906 [769

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship
"MONMOUTHSHIRE,"
Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 24th July, 1906. [766

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente* and *Dordogne*, from Havre ex s.s. *Charente*, and from Bourdeaux ex s.s. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at 6 P.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 30th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 30th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd July, 1906. [11

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, 24th instant, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after MONDAY, 30th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 30th July, at 10 A.M.

All Claims must reach us before the 6th August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 23rd July, 1906. [2

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship
"ZAIDA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 24th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 23rd July, 1906. [759

Intimations.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON and BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906. [561

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904

A CUNARD CROSSING.

LIFE ON THE OCEAN WAVE UP-TO-DATE.

A crowded platform at Euston, wet eyes and hand-grips, thoughts of vacant seats on the shady side of the luncheon car, and then four hours of progress through scenery so indifferent that departing Americans may well congratulate the Pilgrim Fathers (who, by the way, left via Devonshire) on looking out for something better—these are but jumbled memories as the huge *Caronia* glides out of dock, only to be held up by the ebb tide off New Brighton. Such is the penalty of greatness; the saucy little Canadian Pacific boat, which cast off only five minutes earlier, is out in the open ocean.

FOOD FOR A FLOATING CITY.

A passenger list which, with emigrants of half a dozen nationalities, exceeds 2,700, and a crew of rather more than 400, requires feeding, and from some particulars, which the chief steward was good enough to furnish, it appears that the commissariat embarks for such a voyage about 50,000lb. of fresh meat and fish, 25 tons of potatoes, 2,000 birds (chickens, turkeys, etc.), 7,000lb. of ham and bacon, 5,000lb. of butter, and about 12,000lb. of various grades of sugar. The coffee runs to 4,000lb., the fresh milk to 200 gallons, and the condensed to 1,000 quarts; and, roughly speaking, fruit, vegetables, and odds and ends (with 30,000 eggs) would weigh another 10,000lb. How a chief steward, with such a weight on his mind, can always contrive to be courteous and cheerful is one of those human problems that not even the unbroken leisure of ocean travel enables us to solve.

Having rightly given first place to what we are to eat, I gladly pay my tribute to the magnificent engines that are to drive this 20,000-ton home of ours over (and sometimes through) the 3,000 miles of Atlantic which still separate us from the Western hemisphere. In company with Mr. McFarlane, the chief engineer (when I encounter a chief engineer who is not a *Scotsman I shall solicit his autograph*), I crept and stumbled over acres of profundity buzzing[with the ceaseless pulsation of the pistons, flywheels and eccentrics that are the slaves of his will.

BEARERS OF THE BURDEN.

Sweetly works all this machinery day and night; never a pause from Queenstown to Quarantine; and the chief engineer may sleep serenely in his bunk in the calm knowledge that all will go well, and that if it does not they will not leave him long in ignorance. Thirteen fierce furnaces have to be endlessly stoked and trimmed by eighty firemen working in four-hour shifts. Beard of Pluto! Why, four minutes face to face with those blinding fires are more than enough for the unaccustomed eye, and these brave men work incessantly and without remission far below the crests of the

combers that rush hissing against the bow. Fortunately, their risk is minimised by the very perfect system of twenty-seven bulkhead doors, which, after due warning of bell and flashlight, work automatically from the bridge and hermetically shut off any portion of the vessel damaged in collision.

At Queenstown the "steerage" is augmented by a thousand Irish emigrants.

As one leans over the rail, and contemplates the Queenstown tenders disgorging their humble freight, one is impressed by the fact that Ireland is not sending all her beauty across the Atlantic. This is well. Yet yonder tousled colleens, careless of coiffure and apathetic as to ankles, may live to mother multimillionnaires, so vast is the opening for brains and brawn out West (I met an Irishman in a frock-coat and silk hat in New York. He hankered at times for the old home, which he had not seen for twenty years, but he choked his homesickness with the memory that he had never had enough to eat there!)

ALL THE NEWS OF THE WORLD

When Queenstown vanishes at the end of the creamy wake, we set out upon the great ocean in earnest, and for nearly eight days there will be no interruption to the monotony of sea and sky. Yet the old sense of isolation, which I always felt on my longer sea trips Eastward, is in great measure dispelled by four little black cones and as many wires, which connect a smart deckhouse with a cat's-cradle process of wires between the topmasts. This is the Marconi installation, and every morning we can purchase at breakfast time for 2½d. an epitome of the world's news, as transmitted from Poldhu overnight. The work of editing, which is most ably accomplished by Mr. Lancaster, the genial purser, is not a very exhausting one at sea, for Reuter's message reaches us each night at 9 or 10 p.m., and a résumé is then sent along to the printer, who occupies a room on the lower deck. In addition to the "daily bulletin," the wireless installation facilitates communication with passing vessels, and one dark night there came to me a welcome message from the *Kronprinz Wilhelm*, from which a friend signalled his good wishes for my trip.

Each day's "bulletin" gives extracts from the log, and at the end of the voyage every passenger gets an abstract, from which he gathers (on this particular voyage) that the crossing from Daunt's Rock to Sandy Hook occupied exactly one minute over the seven days! Allusions to "high, confused beam seas" in the log propitiate those who succumbed to the message of the wild waves. In fact, the log is sometimes a human document. On one occasion (not on a Cunarder) the chief officer was too overcome by refreshment to post the log, so the captain entered a record that "To-day, the first officer was drunk." Next day, the sleeping one recovered, and promptly wrote in the log, "To-day, the captain was sober"!

THE PASSING HOUR.

One crossing is much as another. Some of the passengers take pains to make themselves agreeable, to the immense gain of all concerned; others prefer to remain as God made them. A number of the company make worries where none exist. Well, as David Harum remarks, it is well for dogs to have a reasonable amount of fleas just to prevent them brooding over being dogs. I struck up a passing friendship with a prematurely old little American boy, a bookish little Republican, whom, mindful of one of Mr Andrew Lang's confessions, I easily pictured reciting snatches of Longfellow or Bret Harte on his way to baseball or leapfrog, or whatever game he plays in his strenuous little life.

Sandy Hook being duly passed, we lie at the quarantine station and are boarded by Customs Officers. These take a preliminary declaration, and are so courteous as to disarm the traveller for the more inquisitive visitation of the officials on the dock, who open every package that is not already burst open by the unsophisticated handling of the dock porters. My camera, rifle and fishing tackle got through, though not unchallenged, and that which most nearly hung me up was a typewriter of American manufacture!

And so the voyage ends, and it says much for the Cunard arrangements, for the navigation and commissariat and concert committee, that it has gone so smoothly. The secret of contentment at sea is complete resignation. The voyage is not hastened by grumbling. There is a fine motto for the seafarer:

"Nella sua volontade è nostra pace!"—F. G. Afialo in *Morning Leader*.

Shipping.

Arrivals.

Kwangtah, Ch. s.s., 1,536, Wm. H. Lunt, 26th July,—Shanghai 21st July, Gen.—C. M. S. N. Co.

Haiching, Br. s.s., 1,267, A. F. Hodgins, 26th July,—Foochow, 20th July, Amoy 24th, and Swatow 26th Gen.—D. L. & Co.

Kweichow, Br. s.s., 1,215, C. Hooker, 26th July, —Canton 26th July, Gen.—B. & S.

Indravelli, Br. s.s., 3,768, S. Cullington, 26th July,—Chefoo 19th July, Gen.—G., L. & Co.

Jeseric, Pr. s.s., 3,130, G. E. Thomsen, 26th July,—Moji 20th July, Gen.—A., K. & Co.

E-Sang, Br. s.s., 1,127, L. A. Muir, 26th July,—Newchwang 17th July, and Chefoo 8th, Gen. and Beans.—I. M. & Co.

Devanha, Br. s.s., 4,785, T. H. Hide, 27th July,—Shanghai 24th July. Mails and Gen. —P. & O. S. N. Co.

Meefoo, Ch. s.s., 1,316, McArthur, 27th July,—Canton 26th July, Gen.—C. M. S. N. Co.

Hong Wan I, Br. s.s., 2,060, J. L. Slaker, 27th July,—Penang and Singapore 21st July, Gen.—Ion Teck Seng.

Rajaburi, Ger. s.s., 1,184, O. Koch, 27th July, —Bangkok 20th July, Rice.—M. & Co.

Tjipanas, Dut. s.s., 2,434, A. Pander, 27th July,—Amoy 25th July, Gen.—J. C. J. L.

Mausang, Br. s.s., 1,64[illegible] R. Houghton, 27th July,—Sandakan 21st July, Gen.—J., M. & Co.

Tean, Br. s.s., 1,346, Sommerville, 27th July,—Manila 24th July, Gen.—B. & S.

Clearances at the Harbour Office.

Kwangtah, for Canton.
Paklat, for Bangkok.
Shawmut, for Moji.
Devanha, for Singapore.
Kagoshima Maru, for Singapore.
Kwongsang, for Shanghai.
Eiang, for Canton.
Haiching, for Kwongchowwan.
Zafiro, for Manila.

Departures.

July 27.

Shawmut, for Tacoma.
Paklat, for Bangkok.
Loongsang, for Manila.
Kwongsang, for Shanghai
Saxonia, for Shanghai.
Monmouthshire, for Shanghai.
Tinhow, for Iloilo.
Sullberg, for Newchwang.
Kagoshima Maru, for Shanghai.

Passengers arrived.

Per *Hongwan I*, from Singapore—1,320 Chinese.

Per *Kwangtah*, from Shanghai—Mrs. and Miss Lincoln.

Per *Indravelli*, from Chefoo for South Africa —1,768 Chinese.

Per *Haiching*, from Coast Ports—Messrs F. T. Ellis, T. C. Britcher, P. V. Morgan, and 285 Chinese.

Per *Devanha*, from Shanghai for London—Mr J. E. Orr. For London via Marseilles—Mr. W. H. B. Black. For Marseilles—Mr. T. Martin. For Bombay — Major Cleveland's native servant. For Brisbane—Mr. and Mrs. L. R. Davies, and Mr. and Mrs. C. P. Bennett. For Singapore—Mrs. Fryma, and Mr. E. O. Cummings. For Hongkong—Mr. and Mrs. E. P. Davies, Messrs. J. Brown, J. Drummond, Mrs. W. Meany, Mrs. G. Grob, Messrs. H. Whitaker, Messrs. P. V. Davies and native servant, Bennett and native servant. From Yokohama for London—Miss Pearson. For Colombo—Mr. and Mrs. C. Elgar. From Kobe for Bombay—Mr. G. A. Firsche.

Per *Tean*, from Manila—Messrs. R. E. Humphreys, R. F. Humes, R. S. Dougal, F. J. Dunleavy, A. L. Bindloss, D. Rosban and W. Cameron.

Shipping Reports

Str. *Hong Wan I* from Singapore:—Very strong SW. monsoon to port.

Str. *Haiching* from Coast Ports:—Foochow to Amoy and Hongkong strong SW. winds, thick dirty weather, and low glass with rain.

Str. *Indravelli* from Chefoo:—Strong adverse current and heavy SE swell from Shauhing to Ockseu, from thence SW. gale with torrents of rain, heavy sea.

Str. *Kwangtah* from Shanghai:—From Heishan strong NE. wind and rough sea, wind veered round to S. and eventually SW. wind, heavy squalls and ever increasing sea. Barometer low throughout voyage.

Vessels in Port.

STEAMERS.

Alabama, Br. s.s., 1,253, A. E. Ellis, 25th July,—Salina Cruz 14th June, Gen.—C. C. S. S. Co.

Amara, Br. s.s., 1,565, C. J. Mattock, 23rd July, —Hongay 21st July, Coal.—J., M. & Co.

Arratoon Apcar, Br. s.s., 2,931, E. Fey, 22nd July,—Calcutta 6th July, Penang 12th, and Singapore 17th, Gen.—D. S. & Co., Ld.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July,—Shanghai 8th July, Earthenware.—Davidsen & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. S. Co.

Cranley, Br. s.s., 3,903, W. E. Steele, 8th July, —Durban 13th June, Coolies.—G., L. & Co.

Dakotah, Br. s.s., 2,300, Ross, 25th July,—Canton 24th July, Gen.—Standard Oil Co.

Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co..

Empire, Br. s.s., 2,843, S. J. George, 24th July, —Kobe 19th July, Gen.—G., L. & Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 24th July,—Vancouver, B.C., 2nd July, and Shanghai 21st, Mails and Gen. —C. P. R. Co.

Fri, Nor. s.s., 900, Nagle, 13th July,—Hongay 10th July, Coal.—Aagaard, Thoresen & Co.

Glenlochy, Br. s.s., 2,997, E. J. Stallard, 9th July,—Kobe 1st July, and Shanghai 6th, Ballast.—McG. Bros. & Gow.

Hanoi, Fr. s.s., 739, P. Merlees, 26th July,—Haiphong and Hoihow 25th July, Gen.—A. R. M.

Ingalls, Am. transport, 600, Scott, 3rd July,—Manila 30th June.

Kutsang Br. s.s. 4,895, R. C. D. Bradley, 23rd July,—Calcutta via Penang and Singapore 17th July, Gen.—J., M. & Co.

Labor, Nor. s.s., 949, A. E. Olsen, 22nd July, —Moji 15th July, Coal.—Aagaard, Thoresen & Co.

Lisa, Swed. s.s., 1,577, H. Harndahl, 22nd July, —Sourabaya 10th July, Sugar.—S., W. & Co.

Loyal, Ger. s.s., 1,237, F. Natzins, 21st July,—Bangkok 13th July, Rice and Gen.—S., W. & Co.

Mathilde, Ger. s.s., 833, N. Schremann, 20th July,—Moji 14th July, Coal.—J. & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 21st July,—Yokohama 14th July, Ballast.—Admiralty.

Mortlake, Br. s.s., 1,737, F. W. Balten, 11th July,—Cheribon (Java) 2nd July, Sugar.—Order.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Ottarch, Ger. s.s., 1,252, R. Hatje, 12th June, —Saigon 7th June, Gen.—S., W. & Co.

Quinta, Ger. s.s., 986, F. Frahm, 13th July,—Bangkok 4th July, Rice and Gen.—S. & Co.

Shahjehan, Br. s.s., 1,276, J. R. Scott, 14th July, —Saigon 9th July, Rice, &c.—Wo Fat Sing.

Shawmut, Am. s.s., 9,606, E. V. Roberts, 17th July,—Manila 14th July, Flour.—D. & Co., Ld.

Signal, Ger. s.s., 900, G. Schlaikier, 23rd July, —Bangkok 16th July, Rice.—Order.

Tungkiang, Br. s.s., 1,020, J. Robinson, 26th July,—Cebu and Iloilo 20th July, Gen.—B. & S.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June, —Shanghai via Ports 24th June, Gen.—B. & Co.

Tartar, Br. s.s., 2,768, J. H. Davis, 24th July,—Vancouver 25th June, and Shanghai 21st July, Gen.—C. P. R. Co.

Tientsin, Br. s.s., 1,207, Monkman, 24th July, —Bangkok 17th July, Gen.—B. & S.

Wanaswoith, Br. s.s., 2,085, Thomas, 21st July, —Moji 15th July, Gen.—D. & Co., Co.

Yangmoo, Korean s.s., 3,457, N. Nagatsu, 24th July,—Moji 19th July, Coal.—M. B. K.

Zafiro, Br. s.s., 1,629, R. Rodger, 24th July,—Manila 21st July, Hemp.—S., T. & Co.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echaur, 15th June,—Manila 12th June, Ballast.—Barretto & Co.

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.

Alta ..... at Kowloon Dock.
Hercules ..... " " "
U.S.A.T. Ingalls ..... " " "
H.M.S. Astrxa ..... " " "
Mathilde ..... " " "
Arratoon Apcar ..... " " "

SHANGHAI.

20th Inst.
Limao ..... New Dock.
Foochow ..... International "
Fido ..... Old "

Steamers Expected

Vessels	From	Agents	Due
America Maru	Shanghai	T. K. K.	July 28
Totomi Maru	Shanghai	N. Y. K.	July 28
China	Shanghai	S., W. & Co	July 29
P. E. Friedrich	Singapore	M. & Co	July 30
Bayern	Japan	M. & Co	July 31
Tjilatjap	Macassar	J. C. J. L.	Aug. 2
Eastern	P. Darwin	G., L. & Co	Aug. 3
Suisang	Calcutta	P. M. & Co	Aug. 5
Siberia	Japan	P. M. Co	Aug. 6
Emp. of India	Vancouver	C. P. R. Co	Aug. 14

Ships Passed The Canal.

1st June—*Hudson, Machaon, Sachsen, Socotra, Teenkai, Tonkin.* 5th June—*Kawachi Maru, Spithead.* 9th June—*Manila, Oanfa, Indrawadi, Polynesien, Longsor, Spezia.* 12th June—*Bayern, Henlarig, Benlawers, Nubia, Astyanax, Bellerophon.* 15th June—*Armand Behic, Polyphemus, Prinz Heinrich, Ghazee, Awa Maru, Atholl, Laertes.* 19th June—*Monmouthshire, Indramayo, Sambia, Istria, Segovia, Orestes, Urmston, Grange.* 22nd June—*Achilles, Caledonien, Ningchow, Seneca.* 26th June—*Benvorrich, Calchas, Ceylon, Merionethshire, Moyune, Poona, Prinz Regent Luitpold, Anchises.* 30th June—*Dardanus, Ernest Simons.* 4th July—*Silesia* (Ger.), *Sanuki Maru, Dan of Mains, Montrose, Siberien.* 6th July—*Benvenue, C. Ferd Laeisz, Diomed, Java, Telemachus.* 10th July—*Benledi, Flintshire, Jason, Scandia, Sithonia, Dongola, Erroll, Prinz Ettel Friedri h.* 14th July—*Benalder, Caledonien, Malta, Peleus, Radnorshire, Bingo Maru, Ching Wo, Pindari.* 18th July—*Charles Tiberghien, Preussen, Slavonia, Tamba Maru, Ajeddo, Suttonhall.* 20th July—*Deucalion, Konangsi, Satsuma, Socotra, Lideria.* 20th July—*Antenor.* 25th July—*Arcadia, Benclevch, Oceanien, Rhipeus, Sachsen, Trieste.*

Arrivals at Home—1st June—*Neckar, Yeddo, Benledi.* 5th June—*Machaon, Bingo Maru, Persia, Verona.* 9th June—*Kintuck, Shimosa, Agamemnon, Kowachi Maru.* 12th June—*Senegambia, Polynesien.* 15th June—*Sachsen.* 15th June—*Socotra.* 19th June—*Longsor, Bengloe, Sachsen.* 22nd June—*Manila.* 22nd June—*Bellerophon.* 26th June—*Benlawers.* 30th June—*Caledonien, Prinz Heinrich.* 4th July—*Prinz Heinrich, Awa Maru. Benlawers, Ormiston Grange, Calchas.* 6th July—*Indrawadi, Merrionetshire, Segovia.* 7th July—*Ceylon.* 10th July—*Ancaires, Moyune, Sanuki Maru.* 14th July—*Salazie, Silvia, Poona.* 18th July—*Vandalia, C. Ferd Laeisz, Aker.* 20th July—*Jason, Sithonia.* 25th July—*Benalder, Benvenue, Flintshire, Seneca, Tamba Maru.* 26th July—*Palermo.*

CHINA COAST METEOROLOGICAL REGISTER.

July 26th, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Neimuro	6 a.m.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Chefoo	6 a.m.	—	—	—	—	—	c
Weihaiwei	9 a.m.	29.55	83	—	E	1	b
Hankow	6 a.m.	29.62	—	—	NNE	3	b
Kiukiang	"	—	—	—	—	—	—
Shanghai	9 a.m.	29.53	85	76	—	0	c
Gutzlaff	"	29.52	82	91	ESE	2	cm
Sharp Peak	"	29.62	80	91	S	3	o
Amoy	6 a.m.	29.59	79	95	SW	4	or
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.65	—	—	SW	2	—
Taichu	"	29.70	—	—	S	2	—
Tainan	"	29.72	—	—	S	6	—
Koshun	"	29.73	—	—	SW	6	—
Pescadores	"	29.68	—	—	S	8	—
Canton	9 a.m.	—	—	—	—	—	—
Hongkong	10 a.m.	29.64	83	80	SW	4	oq
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.61	83	—	SW	2	o
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.93	86	71	WSW	1	c
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	W	1	b
Iloilo	"	29.89	83	—	SW	1	b
Cebu	"	29.94	85	—	E	2	c
Labuan	"	29.88	84	—	—	—	—

July 27th, 1906, a.m.

Vladivostock	7 a.m.	—	—	—	—	—	—
Neimuro	6 a.m.	29.65	—	—	SE	4	—
Hakodate	"	29.50	—	—	SE	2	—
Tokio	"	29.36	—	—	NE	4	—
Kochi	"	29.48	—	—	—	0	—
Nagasaki	"	29.60	—	—	—	0	—
Kagoshima	"	29.60	—	—	NW	2	—
Oshima	"	29.65	—	—	S	4	—
Naha	"	29.73	—	—	SW	2	—
Ishigakijima	"	29.70	—	—	SW	8	—
Chefoo	6 a.m.	—	—	—	—	—	c
Weihaiwei	9 a.m.	29.55	83	—	E	1	b
Hankow	6 a.m.	29.62	—	—	NNE	3	b
Kiukiang	"	—	—	—	—	—	—
Shanghai	9 a.m.	29.53	85	76	—	0	c
Gutzlaff	"	29.52	82	91	ESE	2	cm
Sharp Peak	"	29.62	80	91	S	3	o
Amoy	6 a.m.	29.59	79	95	SW	4	or
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.65	—	—	SW	2	—
Taichu	"	29.70	—	—	S	2	—
Tainan	"	29.72	—	—	S	6	—
Koshun	"	29.73	—	—	SW	6	—
Pescadores	"	29.68	—	—	S	8	—
Canton	9 a.m.	—	—	—	—	—	—
Hongkong	10 a.m.	29.64	83	80	SW	4	oq
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.61	83	—	SW	2	o
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m.	—	—	—	—	—	—
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	W	1	b
Iloilo	"	29.89	84	—	W	2	c
Cebu	"	29.91	85	—	S	1	b
Labuan	"	29.96	75	—	—	—	—

Post Office.

A Mail will close for:—

Swatow, Amoy and Tamsui—Per *Joshin Maru*, 28th July, 8 A.M.

Haiphong—Per *Hanoi*, 28th July, 9 A.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 28th July, 9 A.M.

Manila—Per *Zafiro*, 28th July, 10 A.M.

Chefoo and Chinwantao—Per *Cranley*, 28th July, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Devanha*, 28th July, 11 A.M.

Macao—Per *Heungshan*, 28th July, 1.15 P.M.

Swatow, Amoy and Foochow—Per *Haiching*, 28th July, 2 P.M.

Swatow, Weihaiwei, Chefoo and Tientsin—Per *Kweichow*, 28th July, 3 P.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjitpanas*, 28th July, 4 P.M.

Amoy—Per *Hongwan I*, 28th July, 5 P.M.

Macao—Per *Heungshan*, 30th July, 1.15 P.M.

Singapore, Penang and Calcutta—Per *Arratoon Apcar*, 31st July, 2 P.M.

Macao—Per *Heungshan*, 31st July, 1.15 P.M.

Singapore, Penang and Calcutta—Per *Kutsang*, 31st July, 2 P.M.

Manila—Per *Tean*, 31st July, 3 P.M.

Ningpo and Shanghai—Per *Tientsin*, 31st July, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 1st Aug., 11 A.M.

Europe, &c., India, *via* Tuticorin—Per *Bayern*, 1st Aug., 11 A.M.

Shanghai—Per *Yochow*, 1st Aug., 3 P.M.

Tientsin—Per *Choongshing*, 1st Aug., 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 1st Aug., 3 P.M.

Moji and Salina Cruz, (Mexico)—Per *Alabama*, 2nd Aug., 11 A.M.

Manila—Per *Rubi*, 4th Aug., 11 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 7th Aug., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Armand Behic*, 7th Aug., 11 A.M.

Chefoo and Newchwang—Per *Kwaiyang*, 7th Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 8th Aug., 10 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tatyuan*, 11th Aug., 3 P.M.

VISITORS AT THE HOTELS.

CRAIGIBURN.

Adams, M. and Mrs. F. R. J.
Armitage, Miss
Barnett, H. J. O.
Brown, C. A.
Caldwell, Mr. and Mrs. G. A.
Davenport, Mrs.
Gaskell, Mr. and Mrs.
Hogg, Mrs. A. V.
Jameson, P. S.
Morley, A.
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs Montague
Young, J. A.

OCCIDENTAL.

Dache, P. E.
Hoy, Miss M.
Keyt, Dr. F.
Krill, G.
Leese, Dr Med.
Leidicker, C.
Messner, Mr. and Mrs. K.
Heydenriech, Mr.
Menzies, John
Muller, A.
Munro, Miss A.
Owen, O. E.
Puncheon, J.
Textor, Inspector H.
Ueberfeldt, Capt. C.
Vorster, Otto
Reutter, R.

KING EDWARD.

Almond, Capt. & Mrs. Russell
Claridge, F. H.
Colahan, Mr.
Coomb, Geo. A.
Cunningham, Mr. and Mrs. A.
Delaney, L. T.
Hallard, Mr. and Mrs. F. J.
Jackson, Mrs and child
King, Chas. G.
Lamb, Mr. & Mrs. F.
Legeune, Vice-Consul M.
Little, A. C.
Logan, W.
McClofferty, C. B.
McKay, T. D.
Moses, E. J.
Moulder, Mr. and Mrs. A. B.
Paine, A. E.
Pearse, Dr. W. W.
Smeed, Dr.
Story, G. F.
Swindells, Dr. C.
Whitaker, H.
Williams, G.

CARLTON.

Andap, R. J.
Anderson, R.A., Capt.
Bargmann, F.
Blanco, A. E.
Boanas, W.
Coggon, Mr.
J. R.
Farwell, Mr. and Mrs. J. R.
Ferry, W.
Gains, Miss M.
Harrison, S. L.
Jackson, W.
Laws, T. C.
Lindberg, O. J.
Lloyed, G.
Martin, W. F.
Merlees, Capt. & Mrs.
Osborne, Mrs. G.
Pearson, R. W.
Perkins, Mr. and Mrs. C. B.
Ruhl, G.
Stephens, Miss H.
Stevenson, R.
Varonnig, D.

PEAK.

Austin, F.
Brandeley, Dr. & Mrs. N.
Brayn, R. F.
Brewin, Hon. and Mrs. A. W.
Burns, Mr. and Mrs.
Carruthers, E. S.
Clasen, H.
Clothier, A. N.
Clothier, Mr. and Mrs. H. W.
Cobden, A. S.
Crapnell, A. E.
Darling, Col.
Ellis, Mr. and Mrs.
Fuller, S. F.
Gale, Capt. J. R.
Galloway, A. D.
Goodwin, A. P.
Graham, Mr. and Mrs. W. D.
Gregory, A.
Harding, Mr. and Mrs. R. A.
Harker, B. B.
Harrison, A.
Hazeland, F. A.
Hewitt, A. H.
Hockaday, W. T.
Jacks, P.
Jeffries, H. U.
Johnston, L. A. M.
Joseph, Mr. and Mrs. E. S.
Josling, Lt.-Col.
Kistowsky, Mr. & Mrs. F. von
Knight, C. C.
Lang, A. O.
Lang, E. P. H.
Longridge, Rev. and Mrs. M.
Macfarlane, Dr. H.
Marney, V. E.
Martin, O. B. H.
Martin, R.
Mayers, F. J.
McIsaac, Mrs.
McNeur, Mr. and Mrs.
Mitchell, R.
Moxon, Mr. & Mrs H.
Nelson, C. A.
Reynolds F. O.
Roberts, A. G.
Roger, C.
Sawer, Mrs. W. E.
Searle, Rev. G.
Seymour, Col. & Mrs.
Sinclair, A.
Skottowe, Mr. & Mrs A. B.
Southey, Mr. and Mrs.
Strapser, B.
Truman, Mr. and Mrs. R. W.
Vaughan-Lee, Capt. and Mrs.
Wartich, Mrs
Watson, Mr. & Mrs M.
Weismann, Mr. & Mrs. C.
Westchoff, A.
Whyte, J. F. M.
Wilfoid, F. C.
Zehrmann, F. C

HONGKONG.

Adams, P. R.
Andrew, Mrs. K.
Arnold, J.
Bain, H. Murray
Baird, Mr. & Mrs. J. C.
Bairnson, A. R.
Battiscombe, H. G.
Beattie, R. B.
Bell, R.N., Engr.-Lieut. H. F.
Biervliet, A. Van (Vice-Consul for Belgium)
Birbeck, R. J.
Bisney, S.
Bissell, W. S.
Blair, K. J.
Blau, J.
Breckinridl, H.
Brighton, F. G.
Campbell, L. F.
Carter, A.
Chalmers, Dr.
Chichester, D. A. A. G., D.S.O., Major A. A.
Chichester, Mrs. A. A.
Clark, M. D.
Clark, T.
Clarke, Mr. and Mrs. T. W.
Clegg, R.N., Eng. Lt. and Mrs. H. I.
Colvin, H. E.
Connor, J. L.
Crook, A. H.
Cruickshank, A.
Davies, L. R.
Davis, J.
Davies, F. O.
Demarets, Mr.
Dominich, W.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Dowley, Mr. and Mrs. W. A.
Downing, T. C.
Einstmann, W.
Ellis, F. T.
Evan-Jones, Dr. and Mrs. E.
Fairchild, H. J.
Fisher, A.
Fisher, H. G.
Franklin, C. B.
Fuller, D.
Garner, C. E.
Gibson, A.
Gordon, F.
Hall, Capt. T.
Heanley, Dr. and Mrs. C. M.
Hewett, Hon. and Mrs. E. A.
Humphreys, W. M.
Hunter, R.
Innes, Capt. W.
Jameson, Mrs. J. W.
Just, J. P. F.
Joughin, J. C.
Kemp, Mrs. A. S.
Kuhlewindt, H. C.
Lagelonze, Mr.
Laing, A. H.
Marriott, Dr. O.
McDonagh, W. J.
McGregor, Mrs. J. S.
Moore, Dr. and Mrs. W. B. A.
Morgan, K. P. Vaughan
Moreno, A., (Consul General of Panama)
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Niermeyer, M.
Oliffe, O. C.
Packer, B. L.
Patey, Mrs. E. O.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Plough, Mrs. H. and child
Powell, W. A.
Preshaw, C. M.
Prior, W. R.
Reid, H. I.
Roach, Mrs. J. S. and child
Shea, A.
Shepherd, E. B.
Skinn, A.
Spittles, J. S.
Stebbing, W. T.
Stein, A. L.
Stephens, H.
Stevens, Rev. A. J.
Stewart, A. M.
Sutherland, P. D.
Thomas, H. P.
Thompson, Mr. & Mrs.
Thompson, Miss H. M.
Thompson, J. H.
Uffel, W. Von.
Unbehaun, C. H.
Yuill, A.
Wakefield, Mrs.
Wishart, J. B.
Wolff, J. C.
Wood, G. G.
Woodward, Mr. and Mrs.
Wright, Mr. & Mrs. T.

	July 26 at 10 a.m.	July 26 at 4 p.m.
Barometer	29.53	29.52
Temperature	83	80
Dew point	83	83
Rainfall	1.12	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1,700	4	3,000	Commander E. La T. Leatham	Shanghai
Argonaut	cruiser, 2nd class	—	10	7,000	Captain E. H. Smith	Hongkong
Astraea	cruiser, 2nd class	3,600	10	7,000	Captain C. L. Vaughan-Lee	Hongkong
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtsze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtsze
Cadmus	sloop	1,070	6	1,300	Commander H. du C. Luard	Hongkong
Cherub	water-tank and tug	360	—	200		Hongkong
Clio	cruiser, 2nd class	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	Yokohama
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Hughes	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	S. American Ports
Handy	torpedo boat destroyer	225	6	4,000	Lieut.-Commander H. B. Cox	Yokohama
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	"
Janus	torpedo boat destroyer	280	6	5,000	Lieut.-Commander W. H. Darwall	"
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	"
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	"
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree	Yangtsze
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Yokohama
Moorhen	river gunboat	180	2	200	Lieut.-Commander Robert E. Vaughan	West River
Otter	torpedo boat destroyer	220	6	6,300	Lieut.-Commander J. Kiddle	Yokohama
Rambler	surveying-vessel	735	6	650	Commander C. E. Monro	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Athay	West River
Snipe	river gunboat	85	2	30	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Tamar	receiving ship	1,600	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	120	2	300	Lieut.-Commander E. Secretan	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Yokohama
Waterwitch	surveying ship	420	4	450	Commander R. W. Glennie	Surveying (Swatow
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Yokohama
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	350	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	350	Lieut.-Commander Jno. F. Knox	Yangtsze

Flying Flag of Vice-Admiral Sir Arthur W

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain T. H. Hide, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 28th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moollan*, 9,620 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 9th September, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th July, 1906. [4

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain Barillon, will be despatched for MARSEILLES on TUESDAY, the 7th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS* ...21st August.
S.S. *CALEDONIEN* ..... 4th September.
S.S. *POLYNESIEN* ..... 18th September.
S.S. *SALAZIE*..... 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1906. [11

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont.....	9,606	T. W. Garlick..	22nd Aug.
*Lyra**.....	4,417	G. V. Williams	——
Shawmut ...	9,606	E. V. Roberts	——

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 27th July, 1906. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ATHOLL".....	3rd September.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 27th July, 1906

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	$22.50
" * * *	20.00
" * *	16.75
"	20.00
WHISKY, PALL MALL	12.50
" JOHN WALKER & SONS' OLD HIGHLAND	10.50
" C. P. & CO.'S SPECIAL BLEND	20.00
PORT WINE, INVALIDS	13.75
" DOURO	20.00
SHERRY, AMOROSO	16.00
" LA TORRE	40.50
BENEDICTINE, D.O.M.	

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43

ACHEE & CO.

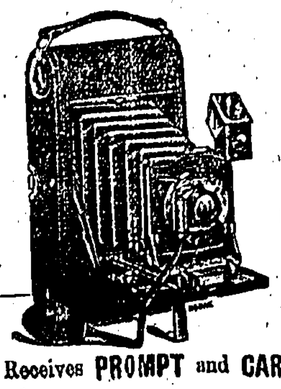
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**

Hongkong, 16th May, 1905 [49

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	70,000	$125	$125	£1,000,000 $9,500,000 $250,000	$1,699,777	£1 15/- div. and £1 bonus @ ex. 2/0 9/16 =$26.87 for 2nd half-year 1905.....	5¼ %	$845 buyers London £02
National Bank of China, Limited.....	99,925	£7	£6	£12,735 $150,000	$74,099	$2 (London 3/6) for 1903	...	$47 cum call sa.
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 $147,895	$211,540	$20 for 1904	6 %	$340
North China Insurance Company, Limited	10,000	£15	£5	£100 0 0 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 ..... Tls. 2.62 on account 1905	5¼ %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $331,131 $1,153,844 $569,279	$2,742,271	Interim div. of $30 for 1905	4¼ %	$810 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 561,178 $15,527	$508,334	$12 and $3 special dividend for 1904	8¼ %	$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $229,488 $2,616	$344,658	$6 for 1904	6¾ %	$89 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	7¾ %	$317½
SHIPPING.								
China and Manila Steamship Company, Limited.....	20,000	$25	$25	$6,000	$6,563	$1½ for 1905	7½ %	$20 buyers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $88,941	Nil.	$3¾ for year ended 30.6.1905	8 %	$45
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 $600,000 $154,331	$21,080	$1 for 2nd half-year making $2 for 1905 ..	7½ %	$27 sales
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£120,000 £280,958 £3,999	£2,42 2	10/- @ ex. 2/1 9/16=$1.69	6¾ %	$70 ex div.
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 0,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000	£1	£1	£400,000	£107,815	Final Tls. 1½ making Tls. 3½ for 1905.....	6½ %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited...	2,000,000	£1	£1	£4,144		1/- (Coupon No. 6) for 1905	4 %	27/6
"Star" Ferry Company, Limited.....	10,000 10,000	$10 $10	$10 $5	$65,000 $32,957	$218	$1.50 $0.75 for year ending 30.4.1906.....	6¾ % 3½ %	$29 $21
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	30,000	$100	$100	$850,000 $450,000 $86,129	$40,914	Final of $15 making $25 for 1905	17½ %	$145
Luzon Sugar Refining Company, Limited.....	2,000	$100	$100	none	Tls. $132,588	$3 for 1897.....	...	$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06.....	7 %	Tls. 10 sellers
Oriental Consolidated Mining Company, Limited ...	500,000	G. $10	G. $10	none	G $909,050	Final of 50 cents making G. $1 for 1905 ...	7 %	G. $14
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$3¾
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	9 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld...	40,000	$50	$50	$500,000 $65,160 $20,000	$20,040	Final of $3¾ making $6 for 1905.....	5¾ %	$106
Hung Hing Long and Whampoa Dock Company, Ld.	10,000	$50	$50	$49,500	$362,231	$6 for second half-year making $12 for 1905	7½ %	$155
New Amoy Dock Company, Limited	10,000	$64	$64	$88,000	$2,221	$1 for 1905	1¾ %	$18
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ..	8½ %	Tls. 95 ex div. b.
Shanghai and Hongkew Wharf Company), Limited ...	22,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 ...	6 %	Tls. 230 buyers
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai)...	5,000	$25	$25	$14,516	$9,028	$2½ for year ended 30.6.1905	7½ %	$32½ buyers
Central Stores, Limited	6,000	$15	$15			$2.40 on $12 for 1905.....	13¾ %	$18 sales
Do. (new issue).....	24,000	$15	$15	none	$4,719	7 % on $7½ for 1905	...	$15¾ sales
Do. (Founders').....	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 $24,071	$619	$5 for second half-year making $10 for 1905	8 %	$125
Hongkong Land Investment and Agency Co., Ld. ...	50,000	$100	$100	$250,000	$67,839	Interim div. of $3½ account 1906..... ...	6¾ %	$111½ ex div.
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905.....	14¾ %	Tls. 37 sellers
Hotel Metropole Company, Limited	7,000	$100	$100	none	$4,699	Final of $6 making $10	10 %	$100
Humphreys Estate & Finance Company, Limited ...	110,000	$10	$10	$208,386 $50,000	$5,070	80 cents for 1905	7½ %	$11¼
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$574	$2½ for 1905.....	6¼ %	$38
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5¾ %	Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	$50	$50	none	$772	Interim div. of $2 account 1906	8 %	$50 ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10¾ %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05.....	7 %	$14 sellers
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 60 buyers
Laou-kung-mow Cotton-Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905.....	10¾ %	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8¼ %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	8¼ %	$85 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8¼ %	$7
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$9,000	$1,097	$3 for 1905.....	9¾ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$8
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. £89	Final of Tls. 5 making Tls. 10 for 1905 ...	12½ %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10 buyers
China Provident Loan & Mortgage Company, Ld....	100,000	$10	$10	$8,0000	$1,581	80 cents for 1905	9 %	$9 sales and b.
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1:20 for year ending 31.7.1905.....	7¾ %	$16½
Green Island Cement Company, Limited	150,000	$10	$10	$410,000 $500,000	$52,291	$2 dividend and 50 cents bonus for 1905...	8¾ %	$28½
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	11 %	$23 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 65 cents for 10 months ending 28.2.06 ...	8 %	$15
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	6¾ %	$235
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Final of $15 making $19 for 1905	8 %	$240 buyers
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares.....	6¾ %	$29
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	11 %	$9
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	second interim div. of Tls. 7½ making Tls. 15 so far a/c yr. ended 31.10.06 ...	10 %	Tls. 225 buyers
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3½ account 1906	6¾ %	Tls. 130 ex d. s.
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,010	Tls 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ...	9¾ %	Tls. 145 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited.....	7,200 7,200	£20 £20	£20 £10	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for ½-year 1906 ..... Interim div. of 5/- for ½-year 1906	... ...	Tls. 360 ex div. Tls. 278 ex div.
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$20
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	50 cents for year ended 31.5.05.....	8¾ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7¾ %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	$10	$4			80 cents $19.80 for year ended 31.5.1905	9 % 11 %	$9 $180
Do. (Founders')	100	$10	$10	$22,000	$551			
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 $25,000	$7,734	Final of 50 cents making $1, for 1905	7¾ %	$13
William Powell, Limited	15,000	$10	$10	$4,500	$676	Interim div. of 50 cts. for the year 1905/6..	9¼ %	$10½

DIVIDENDS PAYABLE

Hongkong Ice Co., Ld.	$4	2nd August
Shanghai Pulp and Paper Co., Ld.	Tls. 5	6th August

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